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4.—Chicken on Casserole
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6.—Curried Pork
7.—Brown Potatoes
8.—Baked Potatoes
9.—Sauté Cabbage
10.—Apple Pudding
11.—Fruit 12.—Tea 13.—Coffee

D. H. LAWRENCE ON HIMSELF. A GIRL FRIEND'S HELPING HAND. PREJUDICES AND LIMITATIONS OF SOCIAL CLASSES.

The following graphic account of his early struggles was written some months ago by Mr. D. H. Lawrence, the brilliant novelist whose death was announced a few days ago in a Reuter cable.

They ask me: "Did you find it very hard to get on and to become a success?" And I have to admit that if I can be said to have got on, and if I can be said a success, then I did not find it hard.

I never starved in a garret, nor waited in anguish for the post to bring me an answer from editor or publisher, nor did I struggle in sweat and blood to bring forth mighty works, nor did I ever wake up and find myself famous.

I was a poor boy. I ought to have wrestled in the fell clutch of circumstance, and undergone the bludgeonings of chance before I became a writer with a very modest income and a very questionable reputation. But I didn't. It all happened by itself and without any groans from me.

What Am I Now?

It seems a pity. Because I was undoubtedly a poor boy of the working classes, with no apparent future in front of me. But after all, what am I now?

I was born among the working classes (in Nottingham) and brought up among them. My father was a collier, and only a collier, nothing praiseworthy about him. He wasn't even respectable, in so far as he got drunk rather frequently, never went near a chapel, and was usually rather rude to his little immediate boss at the pit.

He practically never had a good stall, all the time he was a butty, because he was always saying tiresome and foolish things about the men just above him in control at the mine. He offended them all, almost on purpose, so how could he expect them to favour him? Yet he grumbled when they didn't.

My Mother.

My mother was, I suppose, superior. She came from town and belonged really to the lower bourgeoisie. She spoke King's English, without an accent, and never in her life could even imitate a sentence of the dialect which my father spoke, and which we children spoke out of doors.

She wrote a fine Italian hand, and a clever and amusing letter when she felt like it. And as she grew older she read novels again, and got terribly impatient with "Diana of the Crossways" and terribly thrilled by "East Lynne."

But she was a working man's wife, and nothing else, in her shabby little black bonnet, and her shrewd, clear, "different" face. And she was very much respected.

just as my father was not respected. Her nature was quick and sensitive, and perhaps really superior. But she was down, right down in the working class, among the mass of poorer colliers' wives.

First Step.

I was a delicate, pale boy with a snuffy nose, whom most people treated quite gently as just an ordinary delicate little lad. When I was twelve I got a County Council scholarship, twelve pounds a year, and went to Nottingham High School.

After leaving school I was a clerk for three months, then had a very serious pneumonia illness, in my seventeenth year, that damaged my health for life.

A year later I became a school teacher, and after three years' savage teaching of collier lads I went to take the "normal" course in Nottingham University.

As I was glad to leave school, I was glad to leave college. It had meant mere disillusion, instead of the living contact of men. From college I went down to Croydon, near London, to teach in a new elementary school at a hundred pounds a year.

Launched by Girl.

It was while I was at Croydon, when I was twenty-three, that the girl who had been the chief friend of my youth, and who was herself a school teacher in a mining village at home, copied out some of my poems, and without telling me sent them to the *English Review*, which had just had a glorious rebirth under Ford Madox Hueffer.

Hueffer was most kind. He printed the poems, and asked me to come and see him. The girl had launched me, so easily, on my literary career, like a princess cutting a thread, launching a ship.

I had been tussling away for four years, getting out "The White Peacock" in inchoate pits from the underground of my consciousness. I must have written most of it five or six times, but only in intervals, never as a task or a divine labour, or in the groans of partition.

I would dash it at it, do a bit, show it to the girl; she always admired it; then realise afterwards it wasn't what I wanted, and have another dash. But at Croydon I had worked at it fairly steadily, in the evenings after school.

Anyhow, it was done, after four or five years' spasmodic effort. Hueffer asked at once to see the

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Diary of Coming Events.

To-day.
(March 6.)
Lammerts Auction: Household
Furniture and Silver Ware, 2.30
p.m.
H.K. Horticultural Society; Annual
Flower Show, City Hall, 3
to 7 p.m.
Lecture: "Modern Architecture"
by Mr. C. E. Moore, A.M.I.,
Struct. E., University, 5.15 p.m.
Helena May Musical, 8.30 p.m.
H.K. Football Referees Association:
Monthly Meeting, 8.30 p.m.
Lawn Tennis, Open Singles.
Queen's Theatre: "Taming of the
Shrew."
World Theatre: "Love" and at
2.30 and 7.15, "The Winning
Daughter" (Chinese film).
Star Theatre: "Caught in the
Fog."
Tea Dances: Hong Kong and
Peninsula Hotels, 8.30 p.m.
Dinner Dance: H.K. Hotel, 8.30
p.m.
European Mails:—Inward:
Europe via Straits, parcels only
(Sarpodon). Outward: Europe via
Victoria, B.C. (Proteilaus), 10.30
a.m.

Friday.
(March 7.)
Christian Fellowship Meeting:
Helena May Institute, 10.30 a.m.
Lammerts Auctions: Household
Furniture, Sailors Home West
Point, 10.30 a.m.; Household Fur-
niture, Sailors Home West Point
(Superintendent's Quarters), 2.30
p.m.; Valuable Postage Stamps,
Sales Rooms, 5.15 p.m.

Saturday.
(March 8.)
1st Extra Race Meeting, Happy
Valley.
Hockey: Kowloon Ladies v. H.K.
Ladies.
League Cricket:—Div. I: Navy
v. University; Div. II: Police v.
H.K.C.C., I.R.C. v. R.A.O.C.
Friendly Cricket:—Division I:
O.S.C.C. v. K.C.C.; Division II:
K.C.C. v. C.S.C.C., C.C.C. v. Ro-
creio.
Football:—Senior: Shield Com-
petitions, Junior: University v.
Navy Club v. Eastern, S. China
v. B. C. Rowton, R.A.M.C. v.
Chinese "A" Chinese "B" v. Re-
creio, S. China "A" v. St. Joseph's,
5 p.m.

Sunday.
(March 9.)
1st Sunday in Lent.
Special Evening Service. St.
John's Cathedral. "Why does one
believe in God?" preacher Rev. P.
Jenkins.
Golf: Junior Championship, final
round, Fanling.
Fanning Hunt and Race Club:
Hounds Meet Race Course, 3.45 p.m.
Cricket: University v. Volunteers,
Pokfulam, 11 a.m.
Queen's Theatre: "Taming of the
Shrew."
World Theatre: "Perils of the
Jungle" and "Wild West Romance"
at 5.15 and 9.30, "The Country
Doctor."
Star Theatre: "Camelot."
Tea Dance: Repulse Bay Hotel,
5 p.m.

**St. John Ambulance Brigade, St.
Joseph's College Division, Concert,
Li Shek Pang Hall, Kennedy Road,
7 p.m.**
Queen's Theatre: "Taming of the
Shrew."
World Theatre: "Love" and at
2.30 and 7.15, "The Winning
Daughter" (Chinese film).
Star Theatre: "Caught in the
Fog."
Tea Dances: Hong Kong and
Peninsula Hotels, 8 p.m.
Dinner Dances: Hong Kong,
Peninsula, and Repulse Bay Hotels,
8.30 p.m.
European Mails:—Outward:
Europe via Marseilles (Kashmir),
10.30 a.m.; Europe via San Fran-
cisco (Taiyo Maru), 5 p.m. and via
Siberia (Taiyo Maru), 6 p.m., and
Suez (Haruna Maru), 9.30 a.m.

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MOTOR NOTES.

When 18 m.p.h. Seems Like 30.

Commenting on the passenger boats in operation at English seaside resorts a correspondent in *The Motor Boat* points out that at present there is no intermediate between the comfortable utility craft burning safe paraffin fuel and carrying 50 to 200 people at m.p.h. and the 12-seater speedboat operating at 30 m.p.h.

As the Board of Trade will not allow the use of petrol in passenger craft carrying over a dozen people, he suggests that "there is a splendid opportunity in a large number of pleasure resorts for paraffin-engined craft giving real comfort and built to B.O.T. requirements so that a moderately large number of passengers could be carried with perfect safety at a speed of, say, 15 to 18 knots.

"Water speeds are exceedingly deceptive and the novice gets an impression of 25-30 m.p.h. very often when travelling at only 18-18 m.p.h. in comparatively rough water."

"Keep To The Left!"

"It would be no exaggeration to state," says *The Light Car and Cyclecar*, "that not half the number of present-day road users make sufficient effort to keep to the proper side of the road. In towns and along main roads in all parts of the country cars, horse-drawn vehicles and cycles are to be seen occupying a great deal more than their fair share of the road, thus interfering with the progress of others and making inevitably congested conditions much more troublesome and irritating than they need be. If the offenders would heed the acknowledged rule of the road and 'Keep to the Left,' they themselves would benefit in company with all other traffic."

"For the tendency for so many drivers to follow a course too far from the kerb our modern wide arterial roads are no doubt largely to blame. They have had the same effect in the United States and the authorities have counteracted it in some districts by the use of continuous white lines even along straight sections. A similar plan

will have to be adopted in this country if drivers cannot school themselves to keep to the left. That it would be helpful is evidenced by the frequent occasions on arterial roads when drivers are seen to have put a very poor idea of the width of their cars; novices are not always the worst offenders in this respect."

Roads Over Railways.

In the early months of last year *The Commercial Motor* published details of a comprehensive scheme for building roads above the railways. This aroused enormous interest, extracts, often accompanied by illustrations, being reproduced in some 30 papers throughout the country, whilst the article gave rise to considerable comment overseas.

The main suggestion was to overcome the increasing congestion on the main exits from London by carrying relief roads for a few miles over the railways, when they could rejoin existing trunk roads, or, later on, might be extended to become important routes.

The Commercial Motor pointed out that it was quite aware of the many difficulties, but that these were not insuperable, and that it looked upon the matter of relieving congestion as being one that required drastic treatment if semi-paralysis is not to occur in the near future.

The seeds which were sown may have fallen on barren ground in England, but, apparently, not so in America, for the Grand Trunk Western Co. has just announced a plan to build an elevated motor road above its right of way from Detroit to Pontiac, Michigan, subject to the approval of the City Council of Detroit and the Public Utilities Commission of Michigan.

The elevated road will be designed to accommodate four lines of motor traffic, the inner ones for cars travelling at high speed, and those at the outside for vehicles moving comparatively slowly. It is intended to charge a toll to users to amortize the cost of construction and maintenance.

The importance of this move can be realized when consideration is given to the distance between the terminal points, this being 23 miles, which is greater than the total length required over four great railways to alleviate traffic conditions in the London Metropolitan area.

Professor Low on "Skidding."

"The particularly interesting point has been enunciated," writes Professor Low in *The Motor*, "suggesting that rather much attention may be paid to the argument which demands a low centre of gravity to avoid skidding."

"The tendency of any car to fly outwards is hardly affected by its general height from the ground and I think it might be assumed that lifting of the inner wheels would not directly decrease the grip upon the surface average of all four wheels of the car. The immediate effect of the movement might well be to increase any tendency possessed by the inner wheels slightly to penetrate the surface, and, if this alone affected the skid the position of the centre of gravity would have no very great effect."

"I incline to believe that many people do not mind a skid if it is reasonably controllable and that it is the 'tipping skid' which is so alarming when produced by a wheel striking some obstruction. I have often noticed that a very smooth stone on a perfectly smooth

greasy surface will cause much unpleasantness and I consider that this is the reason for the benefits obtained from a low-built car in relation to its cornering powers."

"As the vehicle is lifted by the stone it is nearly always given a sharp blow which tends to push it away from its normal course. Upon landing again there is a natural bounce attributable to the impossibility of absorbing shocks by means of the average spring, and the net result is that the car is thrown sideways at a moment when none of the wheels is best situated to grip the surface. Obviously a high-built car will tend to greater rocking when the wheels are gripping in an irregular manner."

Cars Need Not Skid.

Discussing the question of skidding on wet and greasy roads, *Focus*, of *The Light Car and Cyclecar*, comments as follows:—

"Why is it that some cars are noticeably steadier on grease than others? To put the query in another way, what are the essentials of the 'make up' of a car that refuses to skid or slide except in extraordinary circumstances? If somebody who really knows would provide a specification and post a copy to every designer in the country he would be doing a great deal for suffering humanity. After all there are cars which seem to refuse to skid, so it is useless for designers to argue that it is an incurable evil; and bearing in mind the number of mishaps which are caused by cars skidding about all over the road temporarily out of control, something really ought to be done about it."

"Of course, front-wheel brakes have wrought a big change for the better, but skidding is still very much in evidence."

When Capt. Birkin Built His Own Car.

"There are few keener racing motorists than Mr. H. R. S. Birkin, a wealthy private owner who races for sheer love of the game. Not many people know that he began his motoring career by building a car," writes "Contact" in *The Motor*.

"This was when he was only 16 years of age and the vehicle was a four-wheeled two-seater cycle-car which he built himself. It had a 5-6 h.p. twin-cylinder air-cooled engine. The chassis was made from channel steel and constructed by the then Master Birkin in the workshop attached to his father's garage, his father being the owner of a fleet of cars. The drive was by belt from the engine to a countershaft, and thence by another belt to a rim built on to the near-side rear wheel. The body, together with the petrol tank, was also made by the designer."

"It is said that in those days Master Birkin's efforts created a considerable amount of excitement in the neighbourhood of Nottingham, and at one time there was a great gathering to see the young designer drive his cycle-car in the grounds of Apsley Hall. The first journey, however, was a short one, owing to a collision with a tree."

"Mr. H. R. S. Birkin is the heir of Sir Thomas Stanley Birkin, Bart., and is regarded in many quarters as the finest all-round driver this country at present possesses. He has entered for all the leading English and Continental road and track races for the forthcoming season, and last year, with Capt. Woolf Barnato, finished first in the 24-hour race at Le Mans."

A No-Speed-Limit Advantage?

"A new aspect of the speed-limit question was brought home to me the other day," writes "Focus" in *The Light Car and Cyclecar*, "by someone who lives beside a main road through a busy suburb. With him I was watching some cars, obviously bound for the country, threading in and out of the traffic. After a few minutes he turned to me and said, 'These week-enders cut things pretty fine through the town. I shall be glad when the new Bill is passed.'"

"With the increased penalties for dangerous driving, I suppose you mean," I observed.

"No," he answered. "I mean that when the speed limit goes, and there is no trapping or restriction on safe speed, drivers will be able to afford to take things a little easier at this end of the journey, knowing that there will be a reasonable chance of making up lost time on the open stretches. You mark my words, and watch what happens under the new conditions."

Water Buses On the Thames.

Commenting on the project for a service of "water buses" on the River Thames, *The Motor Boat* draws attention to the fact that on the Seine at Paris passenger craft are in operation for eight months of the year. "About 35 million people are carried each season and the boats are only in operation from the middle of March to the end of October. There are 45 in all, carrying approximately 300 to 400 passengers and equipped with engines of about 120 h.p. The service is said to be profitable and certainly adds to the amenities of Paris."

Opposition to the running of a similar service on the Thames is being rapidly broken down and *The Motor Boat* is of the opinion that "the moment is psychological for the advantage that has recently been gained by a public demonstration on the river to be pressed home. An approach to Mr. J. H. Thomas, in view of his recent comments on the city's support of industrial enterprise, might very well clinch the matter."

Deciding Amateur Status.

In *Motor Cycling*, Mr. T. W. Loughborough, secretary of the Auto-Cycle Union, discusses what he calls "The Amateur Question."

"In a mechanized sport such as motor-cycling," he says, "it is extremely difficult either to frame or fairly to enforce any 'amateur' definition. That is why there is no definition of an 'amateur' in the competition rules of either the R.A.C. or the A.C.U. But recognizing the excellence of the object of an 'amateur' definition, supplementary regulations have been approved by both these bodies from time to time, which, by attempting to define an 'amateur' or private owner, have aimed at producing a fair and popular competition. In practice they have, probably, always failed to secure fairness."

"Let us try," Mr. Loughborough continues, "to draw a dividing line, not by having a cast-iron definition of an 'amateur,' but by excluding in those competitions designed to attract a certain class of sportsman, those persons whom it would be unfair for those sportsmen to compete against. Such a bar need not always be dropped across the same place; its position can be varied to suit any particular event. But the bar must be a clear and well-defined one, so that everybody concerned shall know on which side of it he stands."

Scrap Old Commercial Vehicles.

There is a feeling of pessimism amongst some makers and agents in the commercial-vehicle industry regarding the effect on their trade which may ultimately be caused by the second-hand vehicle. It is thought that the huge increase in the output of commercial chassis is bound to result in a corresponding glut of used vehicles, the low cost of which may tempt those who would otherwise purchase new machines to lay out their money to what may be considered by them, greater advantage.

The Commercial Motor is convinced, however, that no real crisis of this nature is likely to occur. The conditions of vehicle use by the commercial-vehicle operator are vastly different from those obtaining amongst private cars. As a general rule, it may be stated that the value of the private car depends chiefly upon its age and appearance, whereas that of the commercial vehicle rests mainly upon its potential useful life.

It must be remembered that the modern commercial vehicle, and in particular, the passenger type, often travels in a year a distance which would, not very long ago, have been regarded as almost equivalent to the life of the chassis. Few owners would consider dispensing with the services of a vehicle until it had been in active use for several years, and by that time much of its life will have been spent, while the running and maintenance costs must necessarily have shown an upward tendency which will continue to increase out of proportion to the mileage run.

It is not suggested that there will be no market for such vehicles. The second-hand machine will always make an appeal to certain users, who either cannot or are not willing to expend a comparatively large amount of capital. This will probably apply more to the goods vehicle, as with the passenger class will become the difficulty of replacing, particularly when careful inspection of the mechanism will be the order of the day and certificates of fitness be required.

It is quite possible that a partial solution of the problem will be the establishment of further breaking-up depots, where old vehicles will be completely dismantled and the materials sold at scrap value, as is done with so many old ships, and is a course which is being followed to an increasing extent in America.

What Is An Amateur?

"Are there any amateurs?" asks a writer in *Motor Cycling*. "He refers, of course, to the recent 'scandal' in connection with the Manx Amateur Road Race, and suggests that it is time the Auto-Cycle Union evolved an acceptable definition of the word 'amateur' as applied to the sport of motor-cycling. But he argues that this definition need not differ very much from the cricketer's, the footballer's, or the cyclist's definition of the amateur."

"Suppose," he says, "that I play cricket as an amateur, and that I am selected to play for my county, the county club will pay my expenses if I am picked for a team that is to play an important match the other side of England. And if I am selected for the All-England team that is to go for a tour of Australia, then again I get my expenses paid, including, I believe, an amount to cover whatever money I may lose through being absent from business. The same thing is done in other sports; in cycling, for instance."

"These older sports allow for the fact that most of their devotees cannot afford to pay their own expenses, at any rate beyond a certain point. We, in motor-cycling, which is by no means the cheapest of games, have hitherto gone on the principle that a man must pay all his own expenses, or be outside the amateur pale altogether. That seems wrong."

The Prince and Motor Racing.

In an editorial reflecting the feelings of the motor world on the Prince of Wales becoming a patron of the Brooklands Automobile Racing Club, *The Light and Cyclecar* says:—

"His Royal Highness the Prince of Wales, one of our foremost sportsmen, has paid a graceful tribute to motor racing, one of our foremost sports, by consenting to become the patron of the Brooklands Automobile Racing Club. The action of his Royal Highness has aroused deep appreciation, and it is confidently anticipated that it will help to stimulate motor sport in a country where ignorance of the merits of the pastime is still widespread."

"Motor racing is an international affair, and the ban on road racing in this country makes uphill work of the task of British manufacturers who are keen on upholding British prestige both at home and abroad. High hopes are, therefore, entertained that the patronage which the Prince has accorded to the B.A.R.C. will help to place British motor racing on a far firmer foundation."

THE HEAVY-OIL ENGINE.

A WORD OF CAUTION.

Whilst *The Commercial Motor* have confidence that an excellent future lies before the heavy-oil engine in connection with its use for commercial vehicles, it does not believe in encouraging wild optimism and over-enthusiastic reports upon the probable performance of vehicles engined in this manner. It is far better to approach the subject with a measure of caution, even in a somewhat critical spirit. It is only by doing so that the pros and cons of this type of power unit can be weighed against each other.

It is doubtful whether the price of Diesel oil, as supplied for road motors, will continue to remain at its present figure if the position of the petrol motor be seriously menaced. The difference in the costs of production of Diesel oil and of petrol is not so very great; and perhaps the most important factor in the expense of adequate distribution, so that the fuel will be rendered available throughout the country for purchase in comparatively small quantities.

For some time to come Diesel fuel will probably continue to be exempt from the tax which is now imposed upon petrol, but this state of affairs can hardly continue, and the Treasury be content to suffer loss, if its use becomes widespread. We must, therefore, look for other advantages which may be possessed by the heavy-oil engine and still concerning ourselves with economical running, we find that the actual bulk of fuel consumed is anything up to 50 per cent. less than with the petrol engine. The well-designed oil engine is remarkably simple and it is necessarily of robust construction, so that maintenance should not be a big item, and this is confirmed by the experience already obtained. A vital factor in certain classes of work is that the fuel employed is practically non-inflammable, except, of course, in the cylinders. There is no risk of explosion or combustion as the result of leakage due to faulty connections or consequent upon accident.

Turning now to another phase of the subject, the heavy-oil engine maintains its torque in a remarkable manner, even when running at a low speed; consequently, it shows up to advantage on hills and reduces the need for changing gear.

With care in the arrangement of the method of spraying, the shape of the combustion chamber, etc., the trouble of the unduly smoky exhaust is being reduced. In fact, the progress made in various directions has been such as to justify the belief that the heavy-oil engine is destined to become a most important asset to road transport.

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Expert Mechanics
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THE PEAK
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MODERN MOTOR SERVICE

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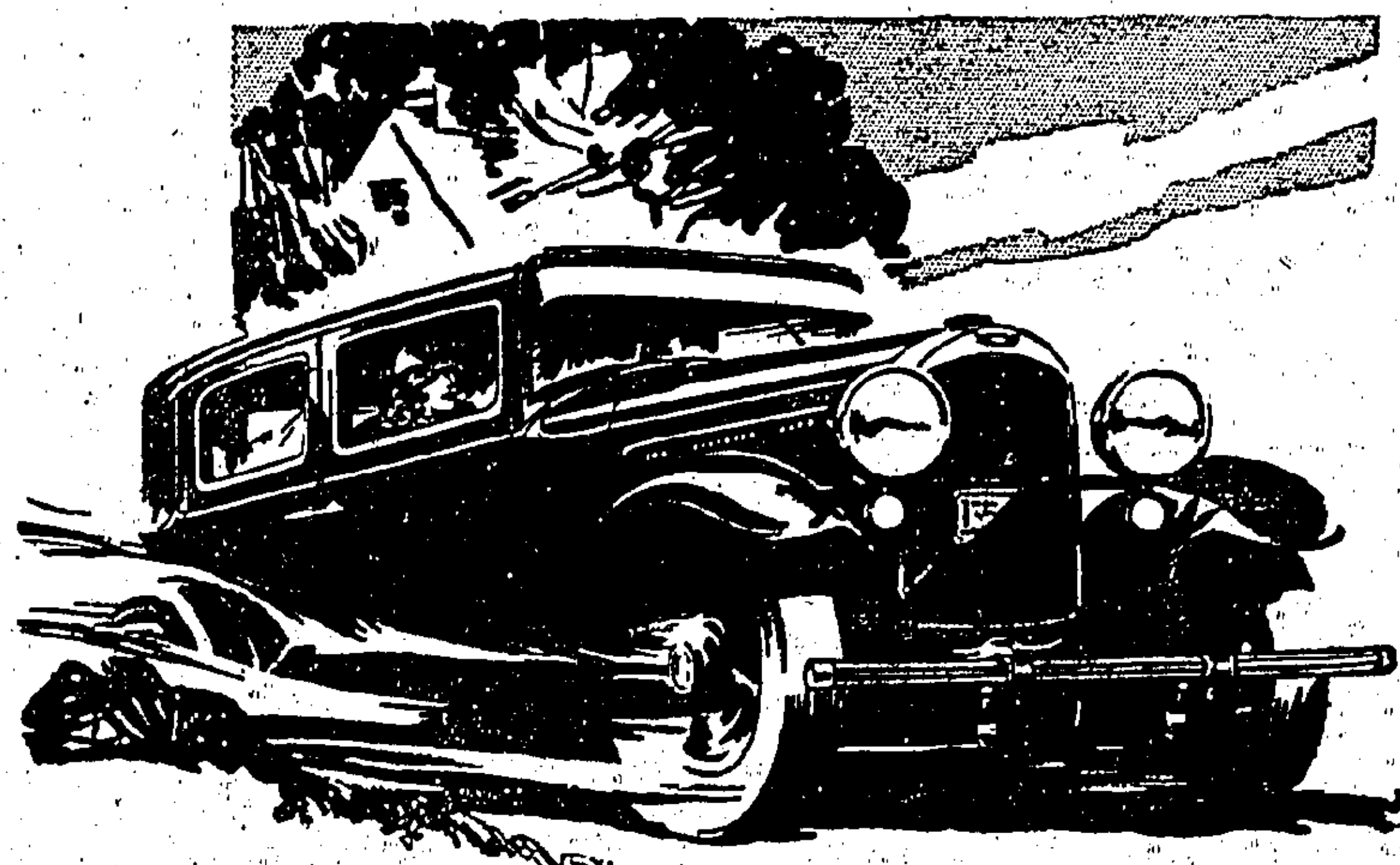
In the brilliant new Willys Six, Willys-Overland presents the fastest, liveliest and most comfortable car ever offered at such a low price.

Its big new engine gives speed of over 70 miles per hour, and over 45 miles per hour in second gear. At the same time, the Willys Six is remarkably economical in its use of petrol—at the modern cruising speeds of 35 to 45 miles per hour.

Smart new lines, harmonious new colours and rich new upholstery fabrics give the new Willys Six an unusual appeal.

Visit your nearest Willys-Overland dealer for an inspection and a demonstration.

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MOTOR NOTES.

MOTOR-CYCLE NOTES.

The Trial Dinner.

It was very unfortunate that only a small percentage of those who took part in the Motor-Cycle Reliability Trial attended the dinner held at Lane Crawford's Restaurant last Wednesday. Fifty riders competed in the trial, but only a handful turned up to the dinner, and by the majority of those present were trial officials. The dinner provided by Lane Crawford's was very well prepared and served, while the entertainment following the dinner was thoroughly enjoyed.

Proposed Motor-Cycle Club.

It was pointed out by the Trial Secretary, Mr. H. G. Swinburne, that the question of the next reliability trial would have to rest with some other body, and for this purpose he proposed the formation of a club to be known as "The Motor-Cycle Club of Hong Kong." He added that there were over 400 motor-cyclists in the Colony, and that with such a large membership the Club could make all arrangements for future trials, scrambles, paper-bunts, motor-cycle football, and most important of all, gymkhana. The latter could be made most enjoyable and interesting, both for riders and spectators.

The need of a motor-cycle club for the Colony has been long felt, and it is sincerely hoped that every effort will be made to make a start on Mr. Swinburne's suggestion. Perhaps some experienced body like the Hong Kong Automobile Association could start the ball rolling?

Final Checks.

It was also announced during the dinner that criticism had been heard in reference to the accuracy of the trial checks. Mr. Swinburne assured those present that the utmost care had been taken to obtain the correct results, and that outside assistance had been specially employed for the purpose of checking the final results. The check-sheets were posted up at the dinner, and many competitors who were present availed themselves of the opportunity to follow the results of their checks at the various points around the course. The secure checks proved very surprising, many being held in places where they were least expected. Glancing through the checks it was noticed that many fine runs were made by riders who were very high up until near the finish, but forced to retire on account of mechanical trouble or bad luck. It was evident that had these riders "come through," the actual results might have been very different.

The T.T. Offer.

The invitation, from home for a local rider to compete in the T.T. races was also brought up at the dinner. One of those present queried whether the offer was for the Amateur Races or the actual T.T. races, and if it was for one race or three? To repeat the answer given him the dinner, the offer is for the actual T.T. or professional race, and includes all three races, the Lightweight (250 c.c.), Junior (350 c.c.) and Senior (500 c.c.). Incidentally, it may be mentioned that owing to an unfortunate scandal in the amateur races last September, when following an A.C.U. inquiry certain prominent riders were found to have broken their amateur bonds by accepting bonuses, the amateur races have been dropped for good.

CHROMIUM PLATING.

A REVIEW OF THE PRESENT POSITION.

When chromium plating was first introduced about two years ago, writes Mr. A. G. Douglas Cleese, B.Sc., in the *Autocar*, it immediately attracted attention. The fact that it is untarnishable, and that, therefore, it does not need cleaning with metal polish, or similar preparations, at once appealed to the average owner-driver who cares for his car himself and takes a pride in its smart appearance. It was, in fact, hailed by many as the greatest boon conferred on the owner-driver since the perfecting of cellulose finish.

History, one is told, has a habit of repeating itself, and certainly the early history of chromium plating was not unlike that of cellulose finish. In both cases a new process was involved, and the natural result was that until the process was thoroughly understood and its details were mastered the results produced were not always satisfactory. Troubles were experienced, it will be remembered, with cellulose finish, and only as time and experience showed the causes of these troubles was it possible to eradicate them. In the same way some of the many enthusiastic owner-drivers who hastened to have the bright parts of their cars chromium plated found that after a few months, or in some cases only a few weeks, the reputedly hard chromium was peeling off.

A Blessing in Disguise.

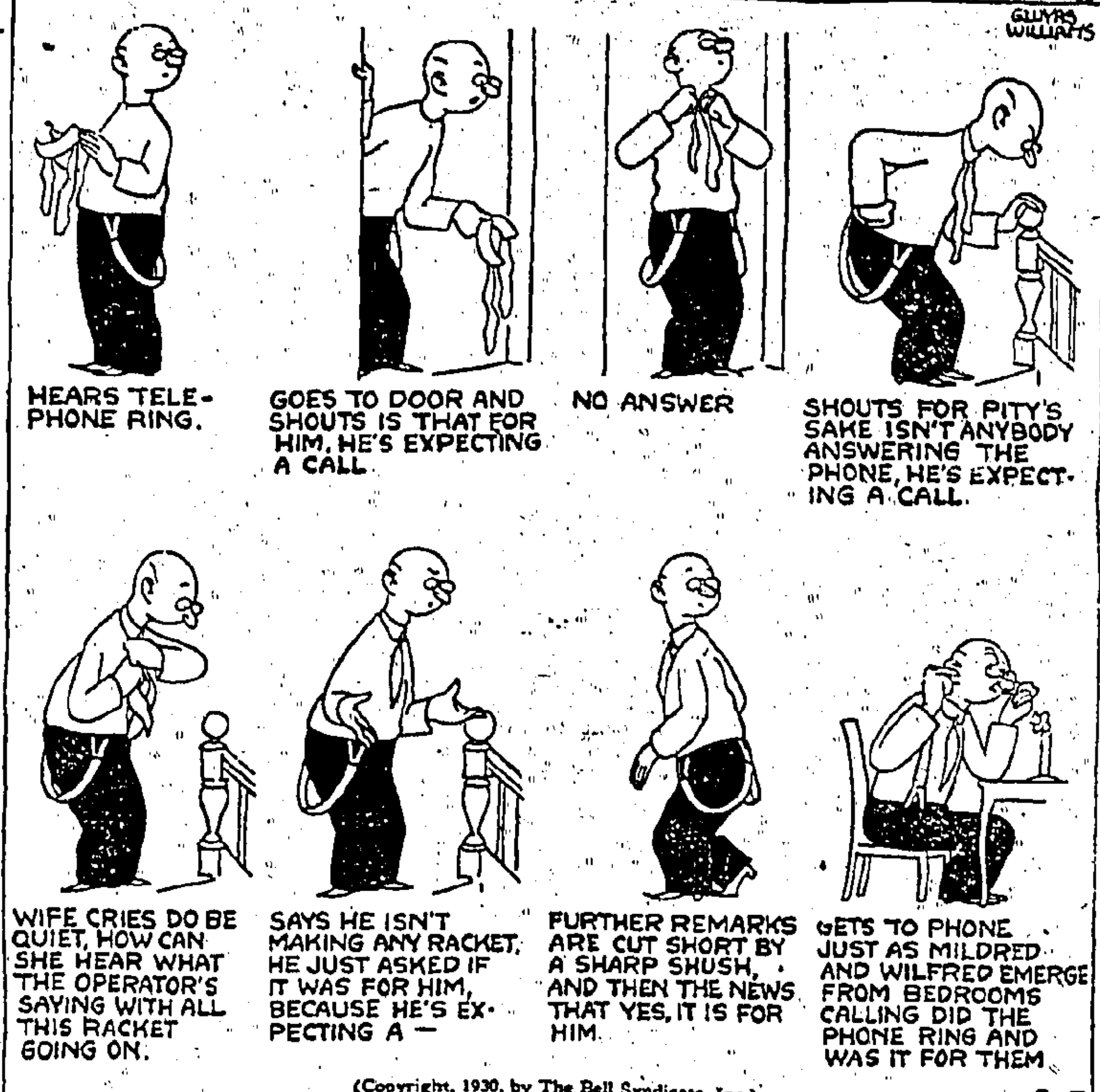
The natural result was that the new finish suffered something of a setback, but actually this was all to the good, for it enabled the platers to overhaul their methods and find out where the fault lay and how it could be eradicated. As better results were obtained and it was proved that chromium plating could be carried out quite satisfactorily the demand for it naturally increased, and now it is, of course, standardised in many cases.

The fact that chromium plating has thus been standardised is proof that the car-manufacturers have been convinced of its practicability, but if further proof be needed it is to be found in the fact that large accessory manufacturers, such as Willy-Breeden, Ltd., Birmingham, employ it for their products. It is used by them, for example, for bumpers, and in view of the fact that they are the largest bumper manufacturers in Europe, with an output of over 4,000 sets per week, many of which are for export, even to the Far East, their considered choice carries weight. It is also used for door locks, over 6,000 of which are produced every week, and for body fittings generally, such as door handles, body fittings in period styles, roof and scuttle ventilators, calometers, and mascot wings.

These productions are mentioned for the reason that in producing them various metals are employed, making it necessary to apply chromium plating to steel, brass, nickel-silver, and zinc alloy die castings. Brass and nickel-silver are comparatively easy to chromium plate, but steel and zinc alloy offer more difficulty. The method adopted is, briefly, first to use a coating of nickel plate, and this is put on comparatively thickly. The nickel plate is then polished, and finally the article is chromium plated, only a very thin coating being used. No further polishing is necessary, as the chromium plating is bright as it leaves the vat in which it was deposited.

THE FAMILY TELEPHONE

By GLUYAS WILLIAMS



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2-5

Plating a Bumper.

In the case of bumpers, the bars of which are, of course, of spring steel, the first process is the actual formation of the bumper bar. This is then heat treated to give it the required degree of springiness, and before it is plated it is sandblasted, and then polished on those parts where a bright finish is required. It is important to notice that any weakness in the nickel plating is, in some extraordinary way, found out by the chromium plating, which seems to cause the nickel to peel off, whereas otherwise it would probably remain in place at least for some time. It is for this reason that steel parts are sandblasted all over to remove every particle of scale, and then, when they have been polished, they are given a coating of nickel approximately one and a half thousandths of an inch thick. The nickel plating is then given a finishing polish on those parts which are required to be bright, and finally the article goes into the chromium-plating vat.

DRIVING IN THE FOG.

FIVE M.P.H. ON STUBBS ROAD.

How many owner-drivers, I wonder, went out for a drive on Island Road last Wednesday night? I write a correspondent.

I had a most extraordinary experience, and the few cars I met, or rather the drivers of the few cars that I met, must have felt just like I did, for they too were either running on second or low gear.

Having nothing to do after dinner, I took the old bus out for a run, intending to go round the Island. I went by the Pokfulam way, and though the night was not a very good one for a drive, it was not by any means a very bad one.

However, when I got to Repulse Bay, I changed my mind about doing the complete circuit, turned the car round, and made for town via Stubbs Road. I had not gone very far when I ran into the thickest fog imaginable. Though my headlights are rather powerful, I could see nothing more than clouds ahead of me. It was impossible to go at anything more than about 5 m.p.h. so I shifted into second, and then down to low gear, and crawled along, finding my way by keeping one eye on the kerb and the other on the road, so to speak. "Honk, Honk!"

"Gurr-urr-ugh! gurr-urr-ugh." Another car was coming from the opposite direction. This driver, too, was running on low gear, and his lights looked like two of the dim kerosene-lamps one so often sees in Chinese houses. We kept sounding our horns, and it was just like two ships passing each other on a very thick night.

"Now that's much better," I said to myself, when I got clear of that particularly bad patch, but my luck was not to last long, for almost immediately I ran into another patch of fog, and remained in it until I got down to the level of Bowen Road, near the filling station at the junction of Bowen and Stubbs Roads, and from here onwards it was just ordinary driving again.

What it must have been like on the Peak that night I do not know, but my experience certainly convinces me that it is no easy matter to go about in a fog like the one I ran into. Even with the aid of two powerful "searchlights," so to speak, it was most difficult to see two yards ahead.

It was rather a thrilling experience, and in a way I enjoyed it, but let us hope we will not have very many more like it—especially when one is miles from anywhere in the stillness of the night.

HUMOUR: ANCIENT AND MODERN.

Householder (seeing plumber depart): "H'm! Gone back for his tools, as usual, I suppose!"
Maid: "No, sir—an engagement ring."

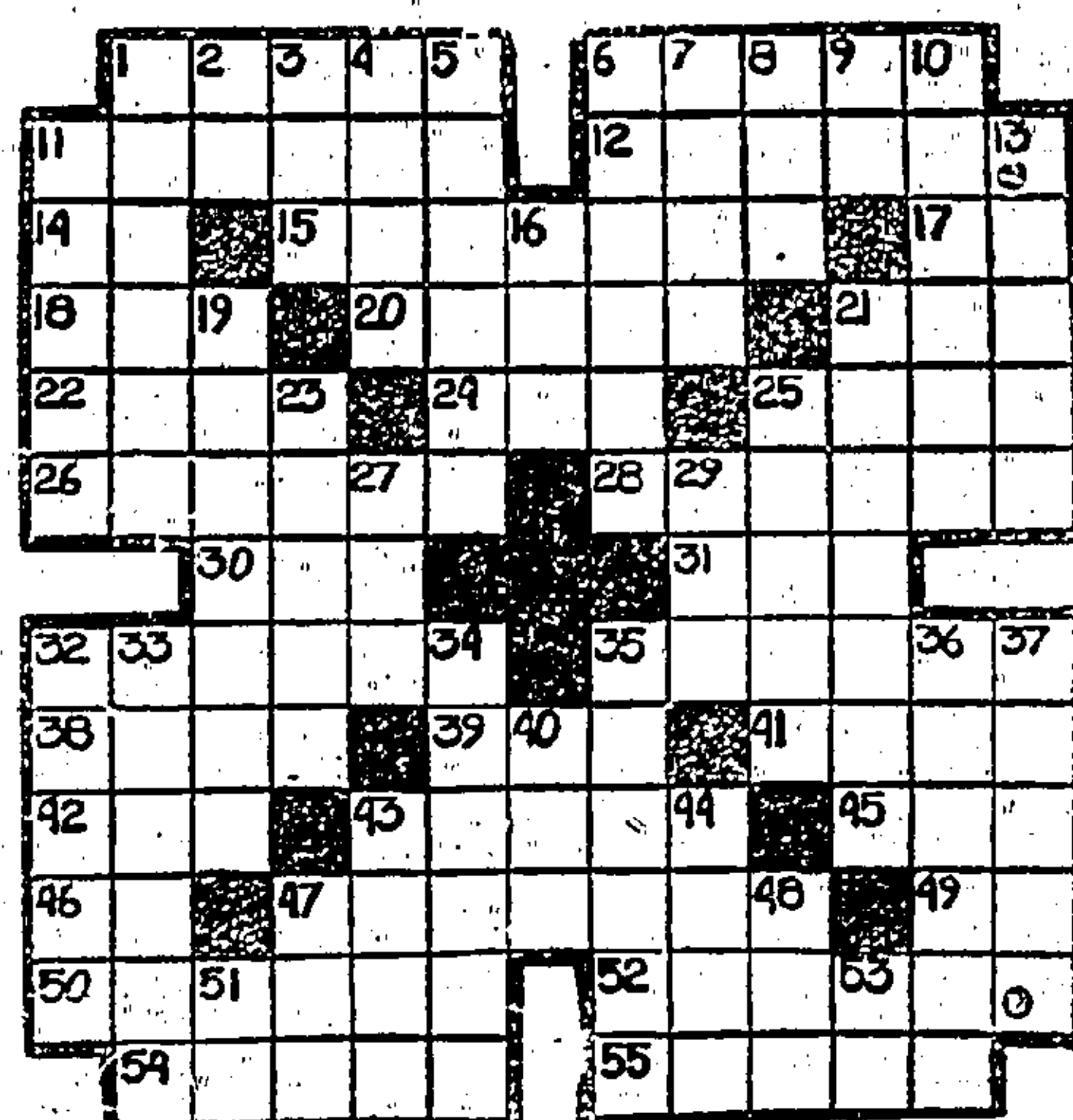
"What position does George usually play in?"
Well, he's not very good to-day, but he usually tries to keep vertical."

She (to bank manager): "I want to be a customer of yours."
Bank Manager: "You mean you'd like to bank with us?"
She: "Well, what I really want is to borrow five pounds."

Applicant: "But I wouldn't take this job if I've got to carry a thing like that about with me."
Manager of Vacuum Cleaner Company: "Nonsense! Slip on your plus fours, and who's to know you aren't going for a round of golf?"

Mr. Sage (to young man who wishes to furnish out of income): "Isn't it rather risky, ordering all this furniture without the er—good—lady seeing it?"
Young Man: "Ah, yes, I was going to ask you whether you could introduce me to the one who figures in your advertisements."

CROSSWORD PUZZLE.



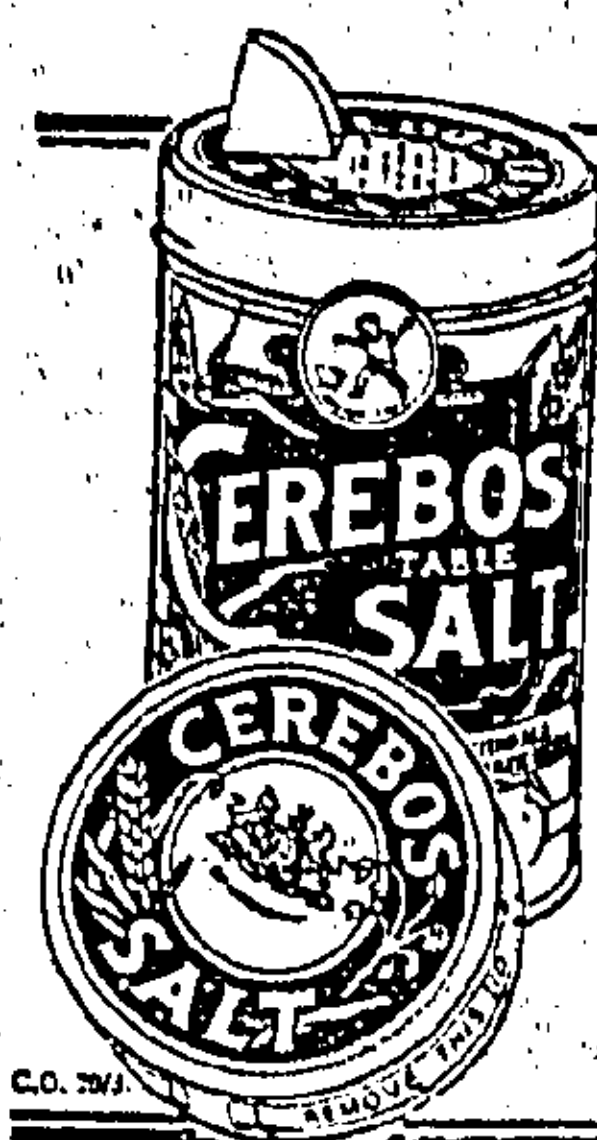
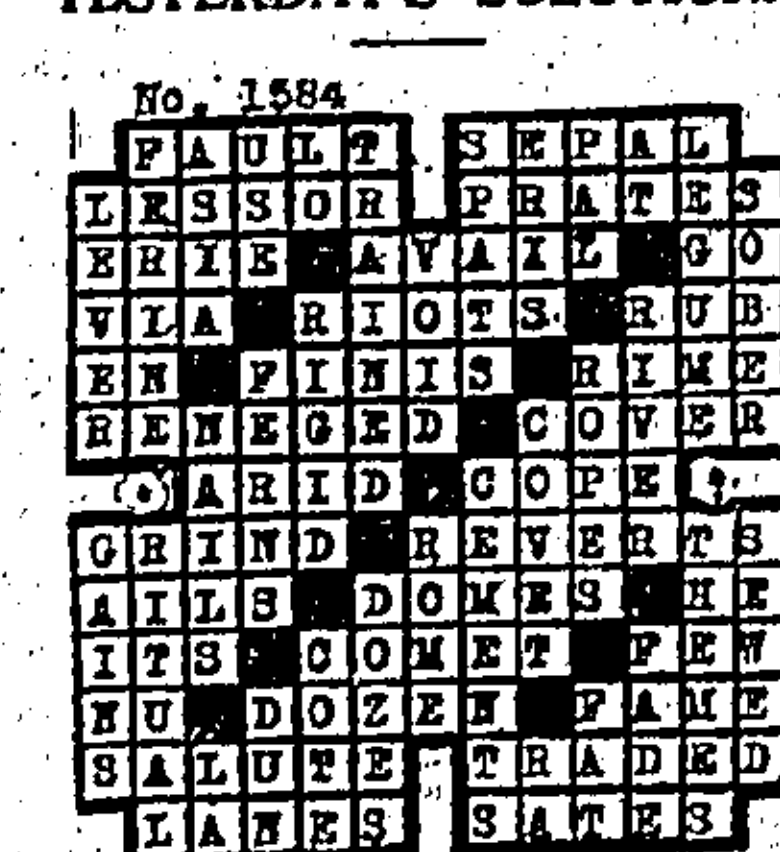
Horizontal.

- 1.—Balance.
- 6.—To twist.
- 11.—Angle.
- 12.—Motor parts.
- 14.—Part of a to.
- 15.—Worried.
- 17.—French for and.
- 18.—To soak up.
- 19.—To colour.
- 21.—Small.
- 22.—Man's name.
- 24.—To scold.
- 25.—Speed contest.
- 26.—Wise man.
- 28.—Declared.
- 30.—Self.
- 31.—Hail.
- 32.—Spreads.
- 35.—Rear of vessels.
- 38.—Wiles.
- 39.—Top piece.
- 41.—Tidy.
- 42.—To recompense.
- 43.—Markets.
- 45.—Mold.
- 46.—Hypothetical force.
- 47.—Junction.
- 49.—French article.
- 50.—Rumour.
- 52.—Labourer.
- 54.—Europeans.
- 55.—Place.

Vertical.

- 1.—Italian goddess of fruit.
- 2.—Either.
- 3.—Hostelry.
- 4.—To leak through.
- 5.—Wandering.
- 6.—Misdeeds.
- 7.—To repulse.
- 8.—Belonging to.
- 9.—Negative.
- 10.—A country.

YESTERDAY'S SOLUTION.



THOUGH an essential of life, salt costs the least of anything on the table—therefore always have the best—

Cerebos
SALT

"Horlicks is always served when Malted Milk is asked for" says the management of Lane Crawford's Cafe—"We keep no other."

This we may say is general amongst all high-class caterers, who pride themselves upon serving "THE BEST, NOT THE CHEAPEST."

WOMAN'S CORNER.

THE BLOUSE QUESTION.
FOR MORNING AND AFTERNOON.

The blouse question is important, the vogue for blouses is more marked than ever owing to the new knitted coat and skirt ensembles which are so popular.



Satin blouses and coatees are the most favoured in Paris, and for afternoon wear nothing is considered so chic as a well-cut tailored suit of black breitz-wantz with a white satin blouse, whose softly falling jabot revers is fastened at the neck or on the hip with a large square jewelled brooch.

For morning wear, or working in offices, plain little blouses with high-necked collars and a very slight touch of open work or embroidery are chosen.

Raglan sleeves, by the way, are becoming quite fashionable again, and are shown a lot for blouses as well as for the new dresses. Thick crepe de Chine, lace and even lame are made up into blouses for afternoon and semi-evening wear, while those worn in the morning are usually of washing silk, or toile de soie—a man's silky shirt material—on which open work can be done attractively.

Tuck-in blouses are the most seen, but many are now made in the waist-coat or coatee style bloused to the high waist with overlapping bits fitting snugly over the hips.

POLISH SALAD.

Cut up into cubes any cold meat, such as boiled or roast beef or mutton, turkey or venison. Cut into small pieces previously boiled potatoes, celery, beets, and raw apple.

Make a dressing of three dessert-spoonfuls of oil to one of vinegar, salt and pepper to taste.

Boil one or two eggs four minutes and mix the yolks with the dressing. Chop the whites with some gherkin pickle and, if liked, a little onion.

Pour the dressing over the salad mixture an hour before serving and sprinkle the white of egg and pickles on top.

This is an appetising and nourishing and a good way to make use of left-overs.

mon sense. Comparatively few of them are really hysterical and difficult to deal with sensibly.

DANGEROUS MOTHERS.

HOW LEARNING PHYSIOLOGY HELPS.

The mother with a little knowledge of children's ailments and stubborn theories of her own is the most dangerous kind of mother. She is always ready to abuse the medical profession. Yet when her own remedies fail to help her sick child she is the first person to call in a doctor. She describes the child's symptoms, and then takes it upon herself to dictate to the doctor the treatment she thinks he should prescribe.

If by any chance he differs in opinion she is furious and usually fails to carry out his instructions. A mother who is frankly ignorant about children's ailments is much more liable to be a successful nurse for her sick child because she is willing to carry out the doctor's orders.

Intelligent Care.

The trouble with most mothers is that they know too much about individual cases of illness in children and too little about physiology. If all the enthusiastic young mothers who read books on Child Welfare would study physiology instead they would understand how to take care of their children ten times better than they do now.

When a man wishes to qualify as a medical practitioner the first thing he learns is a sound knowledge of the human body. It is obviously as important for a mother to have an elementary knowledge of anatomy if she is going to take care of her child's health intelligently.

There are millions of mothers who can talk glibly about their children's health and diseases. But only one in a thousand can tell you how her child's bones grow, or its blood circulates.

Elementary Facts.

Every mother who has to take care of her own child should know something about babies' bones, and how they develop. She should understand a few elementary facts about blood and the way it circulates, fresh air, and respiration, food and digestion.

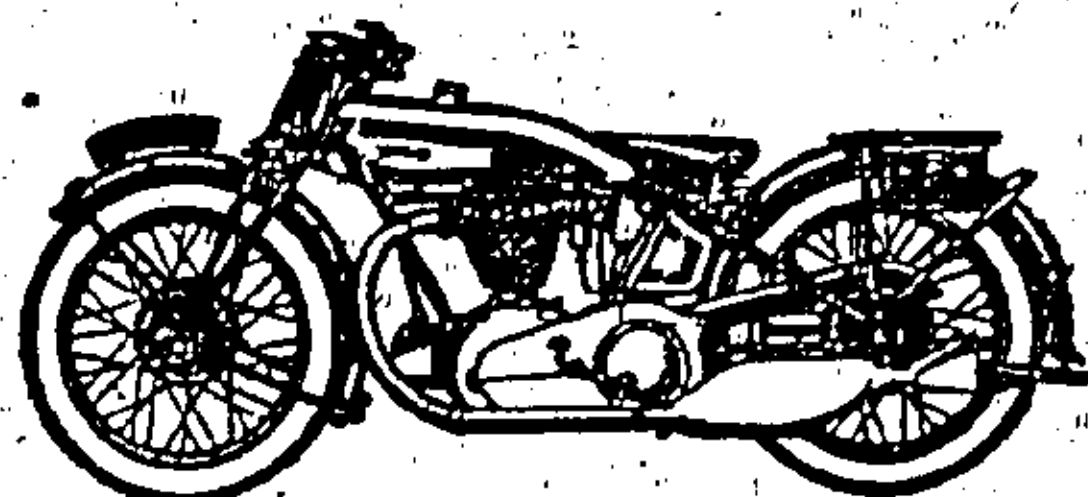
She would then have an infinitely better chance of feeding her child successfully, taking care of its health reasonably, and nursing it sensibly when necessary.

Even the most perfect theoretical knowledge is worthless unless it is mixed with a very large amount of practical common sense. Fortunately, English mothers as a whole are blessed with a good deal of common sense. Comparatively few of them are really hysterical and difficult to deal with sensibly.

(Continued on preceding column.)

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MODEL No. 18 4.90 H.P.

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THE DAIRY FARM

ICE HOUSE STREET

FOR PURE MILK

FARM AND
IMPORTED FROZEN
MEATS.

HOUSE FROZEN POULTRY

D. H. LAWRENCE ON HIMSELF.

(Continued from Page 1.)

People, personally, have nearly always been friendly. Of critics we will not speak, they are different fauna from people. And I have wanted to feel truly friends with some, at least, of my fellow-men.

Yet I have never quite succeeded. Whether I got on in the world is a question; but I certainly don't get on very well with the world. And whether I am a worldly success or not I really don't know. But I feel, somehow, not much of a human success.

By which I mean that I don't feel there is any very cordial or fundamental contact between me and society, or life and other people. There is a breach. And my contact is with something that is non-human, non-vocal.

I used to think it had something to do with the oldness and the worn-outness of Europe. Having tried other places, I know that is not so. Europe is, perhaps, the least worn-out of the continents, because it is the most lived in. A place that is lived in lives.

My Big Riddle.

It is since coming back from America that I ask myself seriously: Why is there so little contact between myself and the people whom I know? Why has the contact no vital meaning?

And if I write the question down, and try to write the answer down, it is because I feel it is a question that troubles many men.

The answer, as far as I can see, has something to do with class. Class makes a gulf, across which all the best human flow is lost. It is not exactly the triumph of the middle-classes that has made the deadness, but the triumph of the middle-class thing.

As a man from the working-class, I feel that the middle-class cut off some of my vital vibration when I am with them. I admit them charming and educated and good people often enough. But they just stop some part of me from working. Some part has to be left out.

Life in Italy.

Then why don't I live with my working people? Because their vibration is limited, and it is from their direction. They are narrow, but still fairly deep and passionate, whereas the middle-class is broad and shallow and passionless. Quite passionless. At the best they substitute affection, which is the great middle-class positive emotion.

But the working-class is narrow in outlook, in prejudice, and narrow in intelligence. This again makes a prison. One can belong absolutely to no class.

Yet I find, here in Italy, for example, that I live in a certain silent contact with the peasants who work the land of this villa. I am not intimate with them, hardly, speak to them save to say good-day. And they are not working for me; I am not their padrone.

Yet it is they, really, who form my ambience, and it is from them that the human flow comes to me. I don't want to live with them in their cottages; that would be a sort of prison. But I want them to be there, about the place, their lives going on along with mine, and in relation to mine.

Wells and Barrie.

I don't idealise them. Enough of that folly! It is worse than setting school-children to express themselves in self-conscious twaddle. I don't expect them to make any millennium here on earth, neither now nor in the future. But I want to live near them, because their life still flows.

And now I know, more or less, why I cannot follow in the footsteps even of Barrie or of Wells, who both came from the common people also and are both such a success. Now I know why I cannot rise in the world and become even a little popular and rich.

I cannot make the transfer from my own class into the middle-class. I cannot, not for anything in the world, forfeit my personal consciousness and my old blood-affinity with my fellow-men and the animals and the land, for that other thin, spurious mental conceit which is all that is left of the mental consciousness once it has made itself exclusive.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 11 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

MAN WHO MURDERED FOR PLEASURE.

POLICE DOUBT STORIES OF
ALLEGED CRIMES.

[UNITED PRESS.]

Detroit, February 21.—Police today began to doubt the truth of James Baker's "pleasure" murders around the world although they still believe in the authenticity of his confession that he poisoned Henry Graw, night watchman in the Guggenheim Laboratories in New York City.

A strong odour of fish began to surround the "thrill killer's" tales when police inquiries at points in the United States failed to coincide with Baker's own recital of how he slew for the fun of it.

Houston, Texas, authorities here failed to find records dealing with the alleged murder by Baker of a man named Honeycutt. In Warren, Ohio, the police have similarly been unable to find a record of the killing of Baker's step-father, H. M. Parker.

Baker had "confessed" in detail concerning both these alleged crimes. Information concerning other alleged slayings at such remote points as Bombay, Hamburg, Manila, and Iloilo is still lacking.

Earning an Honest Penny.

While this checking-up of a total of nine confessed murders was in progress, Baker awaited the arrival of detectives who are to take him to New York, and he registered evident enjoyment of the tremendous sensation caused throughout the country by newspaper accounts of his "mental pleasure poisonings."

Baker has issued several signed stories concerning his life and has been bargaining for the use of his signature in other articles.

One reporter who wanted an interview was told by Baker that the latter wanted enough money to educate a Miss Elinor Roy, a companion of whom he recounted many adventures. The reporter indicated that he was no "Daddy" Browning, and that his personal resources would not extend to an extensive education for other people's lady friends, so Baker finally compromised and gave the interview for a cash payment of \$1 together with a promise that the reporter would provide him with two 50 cent cigars daily until he is taken away to New York.

Step-Mother's Disbelief.

Warren, Ohio, February 21.—Mrs. Theresa Parker, step-mother of the self-styled "pleasure murderer" James Baker, to-day branded the story Baker had told of killing his step-father here as a myth.

Mrs. Parker said that Baker became embroiled in an argument with Parker and shot him in the foot. The wound was only slight, however.

Baker is demented, in the opinion of Mrs. Parker. She said that she placed no credence in Baker's yarns of having committed nine murders at various places.

Speakers,
Singers,
Athletes
TRY
VALDA
PASTILLES
the result will delight you

On Sale at all Chemists
& Druggists.
INSIST on the boxes bearing
the name VALDA.

PUBLIC AUCTION.

THE Undersigned have received
Instructions

To Sell By
PUBLIC AUCTION,

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FRIDAY, MARCH 7,
COMMENCING AT 2.30 P.M.

At SAILORS' HOME (West Point)

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QUARTER.

A QUANTITY OF VALU-
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FURNITURE.

On View From THURSDAY, the
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TERMS—CASH ON DELIVERY.

LAMBERT BROS.,
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LAMBERTS AUCTIONS

PUBLIC AUCTION.

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To Sell By
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on
THURSDAY, MARCH 6,
COMMENCING AT 2.30 P.M.

At THEIR SALES ROOM,
DUDELL STREET,

A LARGE QUANTITY OF
VALUABLE HOUSEHOLD
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FURNITURE

Comprising—

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Teak Dining Tables, Dining Chairs,
Dinner Waggon, Sideboards, White
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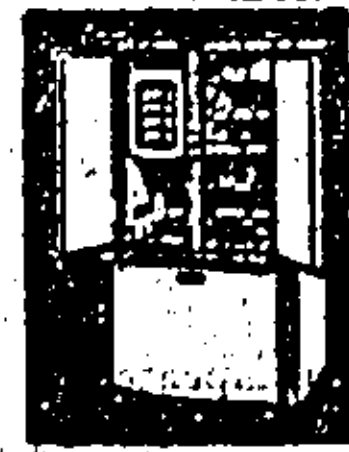
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PROGRESS AND MODERNISM AT KING'S COLLEGE.

H.E. THE ACTING GOVERNOR MAKES STIRRING APPEAL TO STUDENTS.

"TRADITIONS TO CREATE."

H.E. the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.), distributed the prizes yesterday, at King's College, the occasion being the second anniversary of the official opening of that Institution.

His Excellency in stressing the great opportunities enjoyed by the scholars said:—"There is an air of modernism about King's College which must inspire enthusiasm. You cannot work in this fine new building without being infected with that spirit of progress of which your Head Master is a living embodiment, and your school buildings a concrete example."

The Headmaster read a very satisfactory report. The health, athletics and general activities of the school were all that could be desired, but examination results were "disappointing and not up to expectations."

PUPILS AND THEIR OPPORTUNITIES.

His Excellency and Mrs. Southern were met at the entrance by Mr. E. Ralph (Assistant Director of Education), and Mr. A. Morris, J.P., A.P.C. (Headmaster). The King's College (Troop of Boy Scouts and Ambulance Brigade) formed a guard of honour, and after inspecting them, His Excellency and party joined the gathering of well-known residents already assembled on the platform. A bouquet, tied with ribbons in the School colours was presented to Mrs. Southern, and, following the speeches Mr. Morris called for three cheers for His Excellency—and the College cry. Mr. Southern replied by calling upon the school to give cheers for the visitors and the Headmaster. The announcement was then made that the School would be granted a holiday on Saturday.

HIS EXCELLENCY ON SCHOOL TRADITIONS: AIR OF MODERNISM THAT INSPIRES ENTHUSIASM.

Addressing the gathering, His Excellency said: Mr. Morris, Ladies and Gentlemen, and Boys of King's College.—It was only a few days ago that I was speaking to the boys of the other great Hong Kong Government school, I mean Queen's College, at their annual Prize Distribution, and it is almost impossible to avoid comparisons and contrasts between the older and the younger Institution—the one with its traditions to live up to, the other with its traditions to create.

You have been in existence as King's College for only just over three years, and in that time you have more than doubled your numbers until, as the Head Master has pointed out, you have now reached the maximum of an school can hold, namely 940. But you must not forget that you have material advantages which Queen's College cannot offer. Queen's College prospers in spite of its surroundings; you, on the other hand, have one of the finest school buildings in the East, fitted almost regardless of cost with everything which the heart of the most modern educational enthusiast can desire. There is an air of modernism about King's College which must inspire enthusiasm. You cannot work in this fine new building without being infected with that spirit of progress of which your Head Master is a living embodiment, and your school buildings a concrete example. I was, therefore, not surprised to learn that, of your four University students of this year, one has taken Medicine and one specialised Chemistry. The boys who study science in your splendidly equipped laboratories have opportunities of which they should be quick to take advantage, and the Government will be disappointed if King's College does not turn out men who will put to practical use for the benefit of Hong Kong and China generally the opportunities they have been given in their school.

Practical Spirit.

I have very pleasant recollections of a visit I paid to King's College a year or more ago when I came to see you all at work. I was very struck then with the practical spirit which seemed to pervade the school, and in the Head Master's record of your activities I am glad to find the correctness of my impression confirmed. Your woodwork class is a most encouraging feature. It has often been said that Chinese boys, though willing enough to learn from books, are none too ready to soil their hands with practical work. You are out to show that this criticism is unjust, and I congratulate you on your efforts. I hope you will extend your activities to technical subjects, for there is much to be learned at the bench which you cannot learn from books alone.

I was also delighted to hear that you have a Boy Scout Troop at King's College. I have the greatest faith in the Boy Scout movement for the formation of character. You boys have much to learn before you will know the real meaning of leadership without arrogance, of service without self-aggrandisement, and of liberty without license. The Boy Scout movement offers you an unequalled opportunity of learning these things in the most enjoyable way, and I urge you to give it your wholehearted support.

I congratulate you on your participation in the work of the St. John Ambulance Brigade. You cannot learn too early in your lives the joy that comes of voluntary service for others, and, as your Head Master has said, there is no work more useful and beneficial to the community than the alleviation of human suffering. You have in your Head Master, as in the Director of Education himself, an enthusiast in Ambulance work, and I rejoice to find that he has infected you with his own enthusiasm.

You are fortunate in the possession of a most attractive swimming pool, and I am very glad to hear that our expenditure on that very modern adjunct of Public School life has met with such prompt appreciation. Swimming, an healthy exercise, and goes well with Ambulance work in a Colony whose life is so intimately connected with the sea.

An Excellent Record.

I offer my congratulations to the Head Master and his staff on the excellent record disclosed in the Annual Report. You are now the largest of our Public Schools, but I would warn you that size is not everything. Quality is of much more importance than size. David, you may remember, was far more

effective than Goliath—and I noticed with regret that your examination results were not up to the standard of last year. You must not imagine that the finest results can be achieved without hard work, however good the tools provided for your use. You have the good tools here, it is for you to use them to the best advantage; and in so doing you will not only enhance the reputation of King's College, you will at the same time be forming your own characters and equipping yourselves by honest effort for the wider life which lies before you when your school days are over.

HEADMASTER'S REPORT.

The Headmaster read his report in the course of which he said: To-day is the 2nd Anniversary of the Official Opening of King's College—a fitting occasion on which to present the Annual Report and distribute the certificates and prizes to the most successful of our students in the University and College Examinations.

The year just closed has been marked by development and growth along our own special lines.

Attendance.

The attendance has been good, there being no marked fluctuations, as was the case 20 years ago. The maximum enrolment was 836 in January, and the highest monthly average 829 for March.

The average attendance for the year was 788 an increase of 145 on the figures of last year.

Tuition fees totalled \$49,286 an increase of nearly \$10,000 on the receipts of the previous year.

We commenced this year with 940 on the roll. This represents our full complement.

Some hundreds of applicants are refused admission each term.

Examinations.

The results of the University Matriculation and Junior Examinations are disappointing and not up to expectations, nor on a par with those of last year.

Of 51 entrants for the Matriculation Examination there were 11 successes, or 22 per cent.

Two were placed on the Honours List with three distinctions between them.

Four were classed in the Pass List.

Five were awarded the Senior Local Certificate.

It is worthy of record that of the six who reached Matriculation Standard, 4 have entered the University—one in the Medical Faculty, one for specialised Chemistry and two in the Arts Faculty, both these having been awarded Government Educational Scholarships.

Of the 36 who sat for the Junior Local Examination 42 per cent, or 15 were successful, obtaining 8 distinctions amongst them.

The customary internal examinations were held in June and December, the results being duly communicated to parents and guardians.

Staff.

The Staff has been well maintained during the year, but it is my sad duty to record the death of one of our Vernacular Masters Mr. Wong Wo Ting. Mr. Wong was first absent on account of sickness on October 7 and to our deep regret died in January this year. The funeral expenses were paid by the students and a substantial sum was handed to the widow, exemplifying the teaching of Confucius that "all within the four seas are brethren."

Sport and Athletics.

The fullest possible use has been made of all the facilities which the College provides. After the winter shortage the swimming pool was used daily until early December. The St. John Ambulance Brigade Swimming Trophies were competed for here. The playground has been the scene of keenly contested inter-class and League volleyball and basketball matches. In the Senior Volley Ball League our team were "runners up," and in the Junior League carried off the Cup. Visiting teams from Canton and from United States cruisers have been given games on our courts.

Ping Pong is very popular with the junior classes. Each class has its own court in the covered playground. Tennis is finding favour with the Senior Classes. The gymnasium was used during August in a judo class in charge of Mr. Maurice.

In September the apparatus ordered from England arrived and was fitted up.

A full-time gymnastic instructor is an urgent necessity for under existing conditions the only time which can be devoted to organised physical instruction is half an hour a week in each of the 16 lowest divisions.

Woodwork and Photography.

The woodwork class is most popular. This occupation has provided the greatest surprise experienced during my 25 years residence in the East.

In the middle divisions as many as 120 entered their names for work in this class, which is entirely voluntary and taken out of school hours from 5 p.m. to 7 p.m.

Excellent results have been obtained, and in addition to the preliminary practice in making joints, the work done included tables, door frames, towel rails, cupboards, knife boxes and splints for the Ambulance Divisions.

The Photography Class is popular with those possessed of cameras. Enthusiasts are often at work up to 9 p.m.

The Inclusion of a section in the University Amateur Photography Exhibition for students in schools would provide a stimulus.

Scouts and Ambulance Work. The Troop of Scouts although small, is efficient. Mr. Lam Tung is the Scoutmaster in charge. Outings are frequent, as the troop has its own special fund for this purpose.

Since its inception, no pecuniary assistance has been received from the Central Headquarters Fund.

The new division organised during the year and composed of senior pupils actually in attendance at the College, won the Ralphs Shield, the most coveted trophy of the St. John Ambulance Brigade.

Mr. Leung Sui Sang, the Superintendent in Charge of the division, is to be congratulated on the high state of efficiency attained in the space of a few months.

It is proposed to extend the movement further and it funds permit to organise a small division each year.

It is worthy of note that at least two other educational institutions—St. Joseph's College and the Tutorial Institute have organised Ambulance Divisions.

General.

During the summer vacation the class rooms were used for classes in English and Chinese, the Library for reading and private study, the workshop for woodwork, the Photography Room for developing and printing, and the Pool for Swimming.

I attach as much importance to voluntary work done out of hours as to that done during the ordinary Time Table periods, as it engenders a better understanding between master and pupil, and breaks down barriers which are in evidence in the class room.

Much of what is being done is only possible through the retention of what are termed "Summer Hours," and innovation which makes for better work all round.

Medical.

Inspection by the Medical Officer for Schools took place in April and November.

Our grateful appreciation is due to the courtesy and attention which our pupils have received at the hands of the staff of the Government Civil Hospital. Scarcely a day passes but two or three cases are sent there for treatment.

Donations.

It is with pleasure and satisfaction that I record the following benefactions:—

1. Mr. Kwok Siu Lau—\$2,500—for the purpose of founding the Kwok Siu Lau Scholarship.
2. Mr. Kwok Hia Wang—The "Arden Shakespeare" in 29 volumes at a cost of £15 stig.
3. Mr. Ho Kom Tang—\$100—K. C. Ambulance Division.
4. Mr. Li Ping—\$50, an annual prize for the best paper in a special examination in Chinese in the Senior Classes.
5. Chinese Merchants' Club and Sports' Club—Illustrated papers for Library.
6. The University—\$30 for additions to the Library.
7. The Numerous Subscribers to the prize fund.

It is hoped that other benefactions will be forthcoming and will take the form of Scholarships or of paintings for the Great Hall, and of gifts of books to the Library. Scholarships direct from the College to the University are hoped for.

Visitors.

Teachers and others interested in Education from Japan, Formosa, Canton, Australia, have visited the School, all being unanimous in their praise of the advantages which King's College offers.

Accommodation.

As already remarked our accommodation is not equal to the demands which are being made upon it; some hundreds of applicants for admission are turned away each term.

The question of the provision of a Junior or Preparatory School in which to accommodate the lower divisions, becomes a matter of urgent necessity.

In conclusion I wish to thank my Staff for their loyal co-operation; the Donors Special Prizes, and Your Excellency for sparing the time to grace this morning's proceedings with your honoured presence.

VICTORIA DIOCESAN AND MISSIONARY ASSOCIATION. ANNUAL MEETING.

The annual meeting of the above Association will be held at Cathedral Hall on Friday at 5.15 p.m. The business includes receipt of Treasurer's statement and Hon. Secretaries' report, and election of officers and group representatives.

At the conclusion of business an address will be given by Miss G. Dunk on "Women and Girls' Work in Hong Kong."

An "At Home" will be held in Cathedral Hall on Tuesday, April 8, when an address on "Young China and Religion" will be given by the Rev. John Foster, author of "Chinese Realities." Tea will be at 4.30-5.15 and the meeting from 5.15-6 p.m.

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'TAMING OF THE SHREW'

The Use of All-Telling Comedies Adapted and Directed by SAM TAYLOR

A 15th Century Battle in a 1930 Arena.

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"SONGS of the ROSES"

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At 2.30, 5.10, 7.15 & 9.20

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TO-DAY TO SATURDAY
AT 5.15 & 9.20 ONLY.

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HOW CROOKED CAN CROOKS BE?
WARNER BROS. PRESENT
MAY MAYVOY and
CONRAD NAGEL
"CAUGHT
IN THE FOG"

THURSDAY TO SATURDAY
At 5.10 & 9.20

Sleeping Suits For Summer Wear

Well cut and easy fitting in a variety of materials suitable for Spring and Summer Wear.



Fine Zephyr, white grounds, with coloured stripes, cut with short sleeves and knee length.
\$8.00 per suit.

Fine Aertex Cellular in plain white, short sleeves, knee length.
\$15.50 per suit.

Aertex Cellular in plain colours or stripe designs.
From \$16.50 per suit.

Poplin in plain colours and various stripe effects.
From \$8.50 per suit.

All prices subject to 10% discount for cash.

We have many interesting styles to show you, and your request to look them over, at any time, carries no obligation whatsoever.

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Call and inspect the New Models in our Showroom



Consider these new Frigidaire features

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WIRELESS NOTES.

NEED FOR "NURSING" YOUR SET.

USEFUL HINTS FOR AMATEURS.

THE DOUBLE DANGERS OF DIRT AND DAMP.

[By "COHERER."]

Few, if any of us, after installing our first radio receiver have been content for long after the mere contentment that, by pressing a switch, noise of sorts emanates from the loud speaker or headphones.

Wireless, to a more marked degree than its fellows in modern science, the auto or gramophone, has a fascination to the even unscientific mind that demands a deeper understanding of the "why's and wherefore's." Thus it is that to-day we have people of all classes and callings discussing intimate details of this entertaining science.

From the owner of the modern crystal set (of little use in Hong Kong by the way) to the more adventurous ether-searching owner of a super set, from the schoolboy to the professor, the "peculiarities of the pentode" and the "idiosyncrasies of the ether" provide topics of never-flagging interest.

It is possible that this enthusiasm on the part of the set-owners is apt to deter many would-be owners by creating the impression that some rudimentary knowledge at least is required to "work the machine."

That this is an error is evidenced at any wireless dealers, the modern trend of radio design being of the simplicity type, requiring little more skill in operation than the gramophone.

The owner of such a set, however, soon gets more adventurous and, having heard that a neighbour with a three-valve "Det. L. F. Pent." has logged 20 stations in an evening we long to see whether ours, having at least six "lights," cannot do likewise.

So the radio bug germinates and, like the dear old lady who peevishly remarked to her dealer that "no matter what knob she turned, she couldn't make the music go slower," we thirst for knowledge.

Tracking Down Trouble.

It is with the object of conveying, as simply and non-technically as possible, this knowledge to the ordinary home-listener that it is proposed to deal with items of radio interest in these columns. So that—rather than suffer the disappointment of meeting with a dead silence from our loud-speaker on the night our favourite is being broadcast, followed by the inconvenience of waiting two or three days for the set to receive expert attention, only to be informed that it would work better if connected to the aerial, or that a "dead" battery is hardly conducive to good results—we may for ourselves discover "these wireless weaknesses," and hold our own volts, amps, ohms, and "shorts" when next the topic arises amongst our friends.

To such an extent has radio developed in the Colony that there are, no doubt, amongst my readers owners of every possible contrivance for trapping these ethereal disturbances, from the unique home-made hook-up (only one-of-its-kind variety) to the superlative cabinets, embodying every modern improvement from A.C. rectification to moving-coil reproduction.

Although the various features embodied in each and all of these will be dealt with in the course of these articles, it is not the writer's intention to develop anything on the lines of a "Correspondence Course," but rather to cover a working and interesting knowledge of the fundamental principles applicable to all sets, and lucid to all readers. Letters marked "Radio," and addressed to the *Hong Kong Daily Press*, stating queries and difficulties will be most helpful in furthering this policy, and will be dealt with by the writer the following week.

Safeguarding Against Breakdown.

The general maintenance of receivers, no doubt, claims the interest of more radio fans than any other specific point, and it is with this subject that I propose to deal this week.

By general maintenance is meant an avoidance of those annoying failures which, more often than not, the outcome of neglect of some small but important detail. Our climate is not at all kindly to wireless components, and greater care of them has to be taken than is necessary at home.

The delicate windings of transformers, chokes, and loud-speakers, soldered joints and the insulating properties of materials used in various parts, are all affected in some degree by damp. In the majority of cases this can be avoided with a little occasional attention, and a study of the job performed by the various links in the chain of reproduction. How many of us regard our wireless corner in the home as a "Holy of Holies," not to be touched even for cleaning by Missie or Boy, any dusting to be done will be done by Master, etc.?

Result, of course, an increasing accumulation of dust over panels, switches, terminals and, in the case of the enthusiast who is always altering and therefore never enclosing

his set, over the whole of the components and internal wiring. Ebonite and porcelain are excellent insulating materials, but when coated with dust in a climate such as ours, one might almost as well give them a lay of tinfoil.

The set still works, it will be argued. Of course it does, but at what expense to quality of reception, life of batteries, valves, and the set in general only time and expense will tell.

It is not suggested that a complete short-circuit is likely to arise from this cause. It would, indeed, be a very careless amateur who neglected his set to such an extent.

At the same time, a ready path is provided for high frequency currents leaking to earth, unwanted capacity effects, partial short-circuits, and all the troubles one would expect from bad insulating material. This will be the more appreciated when such subjects as high frequency, capacity, and inductivity are good into.

Maintaining Insulation.

Therefore, if we cannot trust a duster in the hands of the uninitiated, let us include in our tool-kit a fine camel-hair brush, and in our leisure moments devote a few minutes to freeing our set of such harmful encumbrances as dust. There is no better means of ensuring perfect insulation between terminal and components, and it is really worth while.

While on the subject of insulation, let us devote a little attention to the aerial insulators, the cheapest component yet a really important factor, be it distant or local reception we are seeking.

These, more than any other part of the set, are subject to the dangers of semi-conductivity. A film of damp carbon is very easily collected, and the result in loss of signal strength must be apparent to all. Even if only done once in six months, an inspection of the aerial insulators, aided if necessary with a cloth soaked in methylated spirit, is really necessary if good results are required. The "earth," too, has an importance that fully warrants occasional attention.

The whole aerial and earth system will be gone into later, but while discussing maintenance it is well to remember that, in the case of a direct-ground connection—and this is by far the best—a hard, dry soil gives the best of earth-plates a poor chance.

After a long spell of dry weather it is as well to soak the buried connection occasionally with a bucket or two of water.

Damp-Defying Measures.

A cheap carbon filament wired off the mains and placed near the set makes an excellent "drying-out" circuit, and will do much to afford protection from the effects of humidity.

Next week the subject of low and high tension supply will be dealt with.

HAVE YOU HEARD THIS ONE?

The following long-wave stations should be fished up by anyone in Hong Kong who has a moderately good set. Readers are invited to add to this list should they succeed in picking up any station not included in the following list:—

Wave length (Metres)	Station	Call Sign	Kilo-cycle.
390	Manila	K.Z.I.B.	1,153
277	Shanghai	K.S.M.S.	1,083
280	Tientsin	C.R.C.	1,070
310	Shanghai	K.R.C.	967
320	Peking	C.O.P.K.	945
345	Tokyo	J.O.A.K.	870
353	Hiroshima	J.O.F.K.	850
353	Hong Kong	Z.B.W.	848
367	Bombay	V.U.B.	840
361	Sapporo	J.O.D.K.	830
376	Kiyo	J.O.C.K.	810
370	Nagoya	V.U.C.	800.0
370.4	Calcutta	J.O.G.K.	790
380	Kumamoto	J.O.H.K.	770
395	Dairen	J.D.A.K.	760
398	Rangoon	V.U.R.	754
400	Osaka	J.O.B.K.	750
410	Canton	C.M.B.	732
413	Manila	K.Z.R.M.	720

Radio Sergeant-Majors!

On the European Continent military instruction is now being broadcast by radio. At several barracks all-electric radio receivers have been installed which are tuned to a central station.

A high military authority lectures before the microphone, and his remarks are simultaneously heard by thousands of young recruits. Examples and illustrations of tactics are also sent over the ether, and at the conclusion of the lecture mass drill is carried out at hundreds of barracks.

Others are sharply given over the microphone, and in obedience troops march, turn, halt, and perform other evolutions on parade-grounds, sometimes hundreds of miles away.

I'm Calling

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TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Commercial News.

12.30 to 1.30 p.m.—Demonstration programme.

1.48 p.m.—Weather report.

5 to 7 p.m.—European programmes of Victor records supplied by Messrs. Tsang Fook Piano Co.

"Hungarian Fantasia" (Fantasie Hongroise), Arthur de Greef and The Royal Albert Hall Orchestra.

"The Sands of Dee" (Chas. Kingsley-Fred Clay) and "Punchinello" (F. E. Weatherly L. Molloy, Reinald. Werren-rath).

8 to 10.30 p.m.—Chinese programme.

10.30 p.m.—Close down.

"Nocturne" (Tchaikowsky-Hartmann) and "Minuet" (Hynd-Hartmann), Renee Chémet.

"Good-Bye" (Tosti) and "Oh, Lovely Night" (St. Landon Ronald), Dame Nellie Melba.

"Persian Song" (Glimke-Zimbalist) and "Waltz in G Flat" Chopin, Op. 70, No. 1), Efram Zambalist.

"A Cuba" (A Song Of Cuba) (Schipa) and "Jota (Spanish Song)" (Manuel de Rialla), Tito Schipa.

"Second Concerto," Sergei Rachmaninoff with Leopold Stokowski and the Philadelphia Orch.

7 to 8 p.m.—Experimental programme.

8 to 10.30 p.m.—Chinese programme.

10.30 p.m.—Close down.

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HAICHING CASE AT SESSIONS.**TWO MEN INDICTED FOR MURDER.****HEROIC FIGHT WITH PIRATES RECALLED.**

A wooden model, plans and photographs of the Douglas Steamship Company's s.s. Haiching were produced at the Criminal Sessions yesterday when the trial of two men accused in connection with the attack on the vessel in the early morning of December 8 last, was opened before the Chief Justice (Sir Henry Gollan). There were two counts against the accused, Lam Hing and Lam Ming, of the murder of Khial Singh, an Indian guard, and of wounding with intent to commit a piracy.

Before the accused were asked to plead, Mr. C. G. Alabaster, K.C., who appeared for the defence (instructed by Mr. A. C. Arculli), objected to the indictment on the ground that a count of murder and one of wounding could not be joined. In support of his objection he quoted the case of Rex v. Jones in the Court of Criminal Appeal in 1918.

His Lordship upheld the objection, and the trial proceeded on the charge of murder only, the accused pleading not guilty.

Jurors called were Messrs. C. Bitzer (foreman), Omar Ismail, L. A. Osmund, Wong Kay Hong, T. F. Grant, A. Mackenzie and J. A. da Luz.

In outlining the Crown case, Mr. H. Somerset Fitzroy (Assistant Attorney-General) explained in detail the various parts of the ship which would be mentioned in the course of the trial.

Counsel went on to refer to the piratical attack which began at about 1 a.m. off Chiling Point, near Bias Bay, while the vessel was returning from Swatow to Hong Kong. Shots were exchanged, and when the pirates found they could not take the bridge, they set fire to the Chief Officer's cabin, which resulted in the bridge being set alight the defenders being forced in consequence to retreat to the boat deck. Later on the wireless operator succeeded in getting a message through to Hong Kong and help arrived.

The first witness called was a cook employed by the commodore, who stated that shortly after 1 a.m. he saw four or five men inside the bunker hatch and a number of others around. In reply to a question which he then put he was told that nothing was wrong. A few minutes later firing broke out.

Defence of the Bridge.

Mr. O. H. Farrar, O.B.E., master of the vessel, said that he woke up at about 1.15 a.m. and heard the quartermaster shouting. There was a scuffle going on in the alleyway, and immediately witness went on to the bridge where he saw the Second Officer, the quartermaster and an Indian guard. Other officers arrived on the bridge at intervals, and a skirmish followed during which the pirates made intermittent rushes on the bridge.

The flames from the Chief Officer's cabin worked their way to the bridge, which became untenable, and officers retired aft to the boat deck, taking with them Mr. A. K. Woodward, who was seriously wounded. At this time another attack took place from three men who appeared from the starboard side of the port deck. This attack was repulsed, one man after being shot either jumping or falling over the rails and another being shot dead.

Mr. Farrar spoke of his visit to the Indian guard's cabin after the arrival of Sub-Lieut. Lewis with a naval party. Here he saw Khial Singh dead, and the second accused whom he also took to be dead. Later he saw the second accused in the saloon, where there was another Indian guard and several other wounded passengers.

Mr. A. F. Johnson, Second Officer, and Mr. R. Perry, Chief Officer, gave evidence of the steps taken to protect the bridge immediately the firing began. Mr. Perry said that in his rush towards the bridge from the starboard alleyway, he was confronted by a man who was half way down the ladder. Witness was shot in the left side, but succeeded in reaching the bridge, having used his revolver on his assailant as he passed. Mr. Perry also said he was in charge of the lifeboat in which the wounded Mr. Woodward was placed. The latter died at about 4 a.m.

Third Engineer's Escape.

Mr. A. de Mello, Third Engineer, described the sudden appearance of four men in the engine room from the stokehold. They were armed with revolvers and a carbine. Shortly before they entered, witness said he communicated with the Second Officer on watch by means of the speaking tube, as he had heard the firing of shots.

The four men, continued witness, ordered him to stop the engines. He complied with this order and the men then demanded kerosene. Witness did not immediately show them where the kerosene was kept, but put them off by saying it was

(Continued on next Column.)

THE SILVER SCREEN.**FAIRBANKS' 'TREATS 'EM ROUGH.'**

There is grim humour in the fact that the first picture in which "Doug and Mary" were seen together should be a comedy of matrimonial jangling. The original story was written—or at least is attributed—to a gentleman named Shakespeare, reputed to be the author of quite a number of popular plays. The film version of "The Taming of the Shrew" is from its nature an exceedingly lively story. Every opportunity given in the "book"—and they are many—for stage "business" is fully taken advantage of, and at the Queen's Theatre this week one can see how Shakespeare can be brought up to date.

Pedantic persons may consider the adaptation bordering upon blasphemy, but the screen version of "The Taming of the Shrew"—whatever may be sacrificed as literature—is certainly much more entertaining than the presentation of Shakespearean plays in modern costume. Douglas Fairbanks is given in a part which, although it gives no opportunity for those dare-devil exploits for which he is so famed, affords plenty of scope for showing the "he-man" spirit. Mary Pickford also appears in an unconventional part—no longer the coy and appealing "world's sweetheart," but a vixen of the most violent type. The two make plenty of fun by their desperate efforts to break down each other's determination to be master of the situation, and the play works out without any really serious departure from the original, though of course it has to be severely "cut." The comedy becomes broad farce in the process of concentration, and the more delicate touches of the original are lost, but the picture provides scores of laughter-making situations, to which Clyde Cook contributes a generous share. The play is well mounted, and some of the photographic effects are most ingenious and effective.

"Helen of Troy."

To those who assert there is nothing new in the movies, there is a direct answer in "The Private Life of Helen of Troy." First National's version of John Erskine's great novel, is now showing at the Majestic Theatre, Kowloon. The picture contains brilliant comedy and sly satire, making its characters human and at times ridiculous. The most beautiful woman of all time—Helen of Troy—is not a perfect wife. She is not even a perfect sweetheart, as Paris speedily discovered. Paris, on the other hand, is human too, and Menelaos has all the attributes of the "tired business-man" of today.

Carey Wilson adapted and produced the story, and Alexander Korda directed it. A fine intelligence, a keen sense of humour, and a grasp of values is displayed in the work of both men. The settings, designed by Horace Jackson, stand by themselves, as does the picture. Beautiful, stately, slightly impressionistic, and always in the mood of the scene, they reflect genuine artistry and great imagination.

Marie Corda, a Hungarian actress, takes a place immediately among the foremost screen luminaries, and Lewis Stone, as Menelaos, adds another feature to a cap already well stocked. Ricardo Cortez as Paris, George Fawcett as Eteoneus, and Alice White as Adrastea, give performances of smoothness and understanding.

In the shaft tunnel, hoping thereby to delay matters and give the officers on the bridge a chance to get ready for defence. However a greaser, under threats, pointed out the kerosene tank. The pirates splashed the oil about and set fire to it, but this did no more than local damage owing to the steel surroundings.

The stopping of the dynamo which plunged the ship in darkness was the next move of the pirates, said Mr. de Mello, and he was then ordered to take them to the bridge, walking in front of them as a shield, with a man pressing a revolver to his side. When passing the Chief Officer's cabin, an electric torch was flashed and the witness was able to recognise a man standing at the door as the first accused. Witness was sure of his identity and he saw the man again after he had been pulled out from underneath the lifeboat locker. Witness also identified the second accused as one of the four men who were lending him along.

When they had got to the end of the alleyway, witness said that he pushed the man nearest to him and ran across to the ladder on the port side, where one of the Indian guards shot at him from the bridge but fortunately missed. Witness added that he had previously been allowed to shout up to the officers on the bridge not to fire, and at the time of his escape from the gang the Chief Officer fired two shots into the alleyway which checked any pursuit by the gang.

Corroborative evidence being given by this witness of subsequent events on the vessel until help arrived in the morning, hearing was adjourned until this morning when he will be cross-examined by the defence.

SANITARY BOARD DEFIED.**CHINESE PRINTER FINED.****WARNINGS IGNORED.**

Despite the fact that he had already been fined once, and had received repeated notifications from the Sanitary Department that the basement of No. 21, Gage Street, could not be utilised as a printing shop, without permit from the proper authorities, Ho Pik Fung ignored all orders, and was consequently fined \$30 by Mr. R. E. Lindsell at the Central Magistracy yesterday.

Inspector Clarke of the Sanitary Department said, that after defendant had been fined in January, he visited the premises in question and found that a card-board cutting machine was being used, and that there was also other printing apparatus in the house.

The landlord of No. 21, Gage Street, who was also summoned, stated that he had informed the tenant in writing of the irregularity. The tenant admitted in Court that he had assured his landlord that the matter would be rectified, and His Worship accordingly discharged the landlord.

ANSWER TO YOUR NAMES!**A JUROR FAILS TO SAVE HIS FINE.**

At the Criminal Sessions yesterday when jurors were empanelled for the Haiching piracy trial, Mr. E. G. Blair was absent, and a search outside was made without any result. The Chief Justice (Sir Henry Gollan) thereupon recorded a fine of \$25 on the absent juror and another had to serve in his stead.

About an hour later, Mr. Blair presented himself and, in answer to his Lordship, gave the excuse that he was not summoned for that day. The bailiff pointed out to his Lordship that he served the summons and told Mr. Blair the date he was required to attend.

Mr. Blair went on to explain that there was no date on the summons, and when this was pointed out to the bailiff the latter filled in the date, February 5.

His Lordship said that Mr. Blair knew perfectly well the date was wrong, as it was long past.

Mr. Blair: Well, my Lord, I thought I was entitled to a correct date.

His Lordship characterised this excuse as rubbish, and, remarking that he had a good mind to increase the fine to \$50, ordered Mr. Blair to stay in Court until he was given permission to leave.

"WANTEE GO SHANGHAI."**HOUSEBOY GETS PASSAGE AND ROBS HIS MASTER.**

A houseboy formerly employed by Mr. P. M. Hodgson was brought before Mr. Whyte-Smith at the Kowloon Magistracy yesterday morning, and charged with the theft of articles valued at \$256.

The defendant, on pleading guilty, was sentenced to three months' imprisonment with hard labour.

Replying to his Worship, Mr. Hodgson said he was surprised that defendant should have done such a thing. He had considered the man to be a good worker.

Defendant had been in Mr. Hodgson's employ for five months and at the end of February announced that he wished to go to Shanghai. He was discharged and was also given passage money by Mr. Hodgson.

The houseboy left the house on February 23 in the morning, but returned in the afternoon, gaining admittance with keys obtained in the earlier part of the day, and it was then that he committed the theft. When arrested he was found to be in possession of some of the stolen articles.

FIRE-CRACKER FACTORY.**CHARGED WITH USE OF ILLEGAL INGREDIENTS.**

The management of the Kwong Man Loong cracker factory at Kowloon City were summoned before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday morning for manufacturing fire-crackers which contained illegal ingredients.

The defendants were represented by Mr. M. K. Lo, Inspector Shatin, who prosecuted, said that the police were not pressing the case as the regulations had been made to govern other trades and not crackers for export. He added that a report had been submitted to the authorities suggesting an amendment of the Ordinance.

A fine of \$15 was imposed.

RIVER STEAMER OVERLOADED.**CAPTAIN FINED \$250. OWNER CAUTIONED.**

The master and owner of the s.s. Yue On, on the Kongmoon service, were summoned before the Marine Magistrate (Commander G. F. Hole, R.N.), at the Harbour Office yesterday for allowing the vessel to be overloaded on February 28.

The owner, Mr. Sum Pak Ming, said that he left Hong Kong for Canton by train on the day in question, and was therefore unaware of the alleged overloading. He had always given instructions to the ship's commodore to see that the vessel was not overloaded.

His Worship registered a conviction but imposed a caution only.

Captain's Explanation.

Capt. G. A. Cornand, the master, said that the vessel was allowed to carry 225 tons of cargo, but later, on finding that the vessel was top heavy, 45 tons of ballast was added, reducing the maximum load to 180 tons. On February 28 last, the commodore reported that the vessel was loaded with 135 tons of cargo, and witness thought that he could take more cargo on board.

However, contrary to his expectations, an unusually large number of passengers boarded the vessel with considerable luggage. The Harbour Department official arrived at that critical juncture. The captain remarked that he had not expected such a large number of passengers on account of the bad times.

The Magistrate pointed out that as master of the vessel it was his business to guard against danger from overloading and, under the circumstances, he could take no excuse. However, it was the first case for that sort to come before him for some time, and he would not impose the maximum penalty. A fine of \$250 was imposed.

THE DAIRY FARM HERD.**DENIAL OF RUMOURS.**

With regard to the rumours circulating about the health of the Company's herd, the Manager of The Dairy Farm Company assures us that they are entirely without foundation, the herd being in excellent health.

The fact that the milk shortage followed so closely after the outbreak of rinderpest in the native dairies at Tai Hang is no doubt responsible for these rumours, but the Dairy Farm herd is 85 per cent. immune against rinderpest, whilst the non-immune animals were all vaccinated against the disease prior to the local outbreak, further the Company has not lost an animal from the disease or during the immunization period during the past 3 years. The shortage of milk is due to the fact that the demand is considerably heavier than is usual at this time of the year, and the yield is at the moment at its lowest ebb.

"We have just received" adds the Manager, "a shipment of Pedigree Ayrshire Cattle of which 15 will soon be in milk. The addition of these animals should go a long way towards taking care of the unexpected increased demand if such should continue throughout the summer."

"We hope that the supply will be equal to the demand from April 1."

SHIPMASTER'S CRUELTY TO PIGS.**LAWYER'S INGENUOUS PLEA—REJECTED.**

Capt. Lemos, master of the s.s. Wing Wo, was prosecuted by Sergeant Riddell, yesterday before Mr. Whyte-Smith, at the Kowloon Magistracy, for cruelty to pigs.

Mr. Leo d'Almada, appearing for the defendant said that Capt. Lemos had been trading for 14 years between Kwong Chow Wan and Hong Kong. His ship brought cattle and pigs to the Colony three times a month. Mr. d'Almada explained that although the pigs were piled up in three tiers of flexible crates, there were supports between each row. This method of transporting pigs was imposed by necessity—for if pigs came into the Colony in one tier, only 300 instead of 1,000 could be conveyed at one time. That would perhaps result in an increase in the price of pork.

The animals were not brought to the Colony by defendant but by the owners, who were present on the ship and had paid for the freight. The method of carrying the animals was not different from that adopted in the transportation of pigs from the new Territories to Hong Kong.

His Worship remarked that piling up pigs three or four deep was cruelty and was not merely a technical offence.

Sergeant Riddell stated that two pigs on the top row were found dead and also that he did not see the supports mentioned by Mr. d'Almada.

A fine of \$30 was imposed.

BUS ACCIDENT IN WANCHAI.

At about 6.15 yesterday a bus belonging to the Hong Kong Tramway Company running from Tai Koo to the Post Office, skidded near the Grand Theatre, Wanchai, and struck a pillar. No one was hurt fortunately. The hood of the bus was damaged and one pane of glass broken.

CHINESE AND B.O.T. EXAMINATIONS.**STRONG SHANGHAI COMMENT.**

The question of the employment of Chinese in the capacity of ships' officers and engineers in British ships or, indeed, in any ships, has been a subject which has engaged the attention of the British Mercantile Marine through their Guilds, for some considerable time. They do not object to qualified persons occupying such posts, but they do strenuously object to any persons occupying posts which they have not the qualifications or ability to fill.

It was, therefore, with surprise that the secretaries of the Shanghai branches of the Guilds read the proceedings in the House of Commons mentioned in a recent Reuter telegram. The views of Hong Kong members have been already given in our columns, and we quote from the N.C. Daily News the opinion of Mr. W. E. Kirby, secretary of the Shanghai branch of the China Coast Officers' Guild. He said the precise position existing on the China Coast in regard to the employment of Chinese as officers and engineers had been submitted to the London office, and it was as a result of such representations that the questions referred to in the House of Commons had been asked. It was pointed out that British subjects occupying the very responsible posts of ships' officers or ships' engineers had to undergo years of apprenticeship and sea training, but that instances brought to light within the past year or so had shown that Chinese were able to supplant such officers on account of the notification above referred to. It was further pointed out that such Chinese were absolutely devoid of sea experience, and an instance was recounted where a ship had been lost by a Chinese "skipper" who had less than eight months' sea experience. This man was, in fact, a cadet.

Correspondence that has passed between the Guilds and Government authorities shows that the Board of Trade have been in possession of all the facts for some considerable period and it was pointed out that the inability of Government representatives to reply to the questions asked in the House of Commons was to say the least, a most extraordinary exhibition of departmental inefficiency. For, in a letter to Mr. Kirby, in his capacity of Secretary, it had been distinctly set out that the Board of Trade approved of the notification above quoted and, indeed, had approved of the measure.

Putting aside all the aspects of the case from a Board of Trade point of view, it is a fact that so-called Chinese officers and engineers are usurping the positions held by British seafaring men on the river and coast at salaries far below the rates established by British shipping companies in the East, and it seems that some British companies are ready to fall in line with the march of events, for, on the Yangtze, Chinese officers and engineers already are employed in positions formerly held by properly certificated British seafaring men.

Contrary to the Law.

It was also pointed out that the action of the Hong Kong Government was not in accordance with British law as applied to seafaring men. Special provisions are made in regard to aliens, all of which appear to have been overridden by the notification above referred to.

The regulations referred to, which appear in Board of Trade Regulations and in the Merchant Shipping Act, are as follows:—

Board of Trade regulations regarding Masters and Mates in the Mercantile Marine Section 2. This section expressly lays down that no alien will be examined for a certificate of competency, and in the cases where aliens may sit for examinations at all they have to show meritorious service.

The Aliens Act as incorporated in the Merchant Shipping Act 1894, part 18, section 2 states that:—"No alien shall be employed in any capacity on board a British ship registered in the United Kingdom at the rate of pay less than the standard rate of pay for the time being current on British ships for his rate."

Shipping circles (seagoing employees) on the China Coast accordingly are much perturbed as a result of information contained in the recent cables from Home in regard to the Board of Trade attitude, and representations are being made through the proper channels with an idea to ascertain the Government's conception of the actual position in the China coastal shipping trade.

BUS ACCIDENT IN WANCHAI.

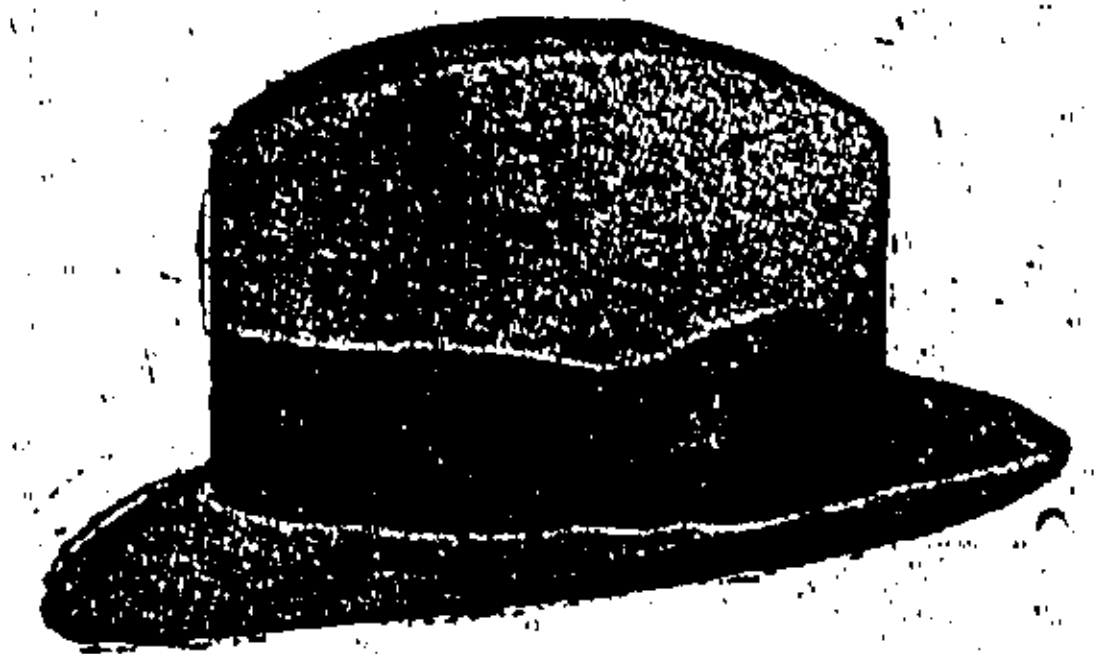
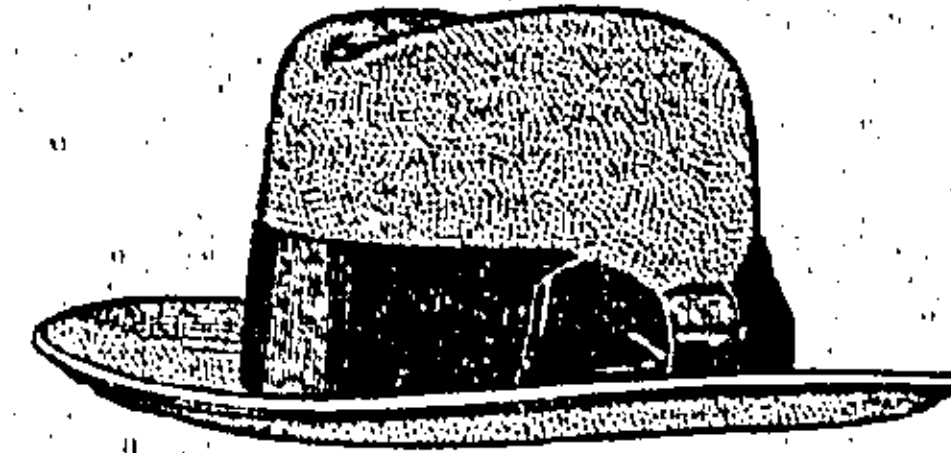
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A man handles his hat in the company of others more often than any other thing he wears. It thus more easily becomes the subject of conversation. That means he gets more opportunity for pride in the possession of a good hat than in any other article of his dress.

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NEW ADVERTISEMENTS.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th DAY of MARCH, 1930, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Wong Nei Chong, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Wong Nei Chong	As per plan	20	19.15	

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th DAY of MARCH, 1930, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND near Prince Edward Road, Kowloon, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Kowloon Inland Lot No. 210	As per plan	52	3.75	

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 10th DAY of MARCH, 1930, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshuipo, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	New Kowloon Inland Lot No. 131	As per plan	34	7.55	

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No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Kowloon Inland Lot No. 131	As per plan	34	7.55	

NEW ADVERTISEMENTS.

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that SEALED TENDERS in Triplicate, which should be clearly marked "TENDER FOR QUARRY," will be received at the COLONIAL SECRETARY'S Office until NOON of MONDAY, the 17th DAY of MARCH, 1930, for the Occupation for a Period ending 31st December, 1931, from the Date of Notification of Acceptance of Tender, of any or either of the Pieces or Parcels of Ground referred to in the Schedule hereunder, shown coloured Red on Plan signed by the Director of Public Works and dated 21st February, 1930, but, subject to Certain Conditions which can be ascertained at the Office of the Director of Public Works.

Quarry No.	Locality	Area in Acre	Upset Price
Kowloon No. 12	Tai Kok Trail	1.40	\$700
Kowloon No. 13	"	1.10	\$700
Kowloon No. 14	"	1.70	\$700

HAROLD T. CREASY, Director of Public Works, 29th February, 1930.

NOTICE OF REMOVAL.

AS YAMASAKI'S Dental Surgery will be situated in PEDDER BUILDING, 6th Floor.

HONG KONG REALTY AND TRUST CO., LTD.

INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONG KONG.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS of the HONG KONG REALTY AND TRUST COMPANY, LIMITED, will be held at the Registered Office of the Company, EXCHANGE BUILDING (2nd Floor), Des Voeux Road Central, Hong Kong, on SATURDAY, the 22nd DAY of MARCH, 1930, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Year ended 31st December, 1929, and re-electing Directors and Auditors.

By Order of the Board,
C. F. V. RIBEIRO, Acting Secretary.
Hong Kong, 3rd Mar., 1930. [9104]

THE HONG KONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE SIXTY-FIRST ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Office of the Undersecretary of the Company, on WEDNESDAY, the 27th MARCH, 1930, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the Year ended the 31st December, 1929.

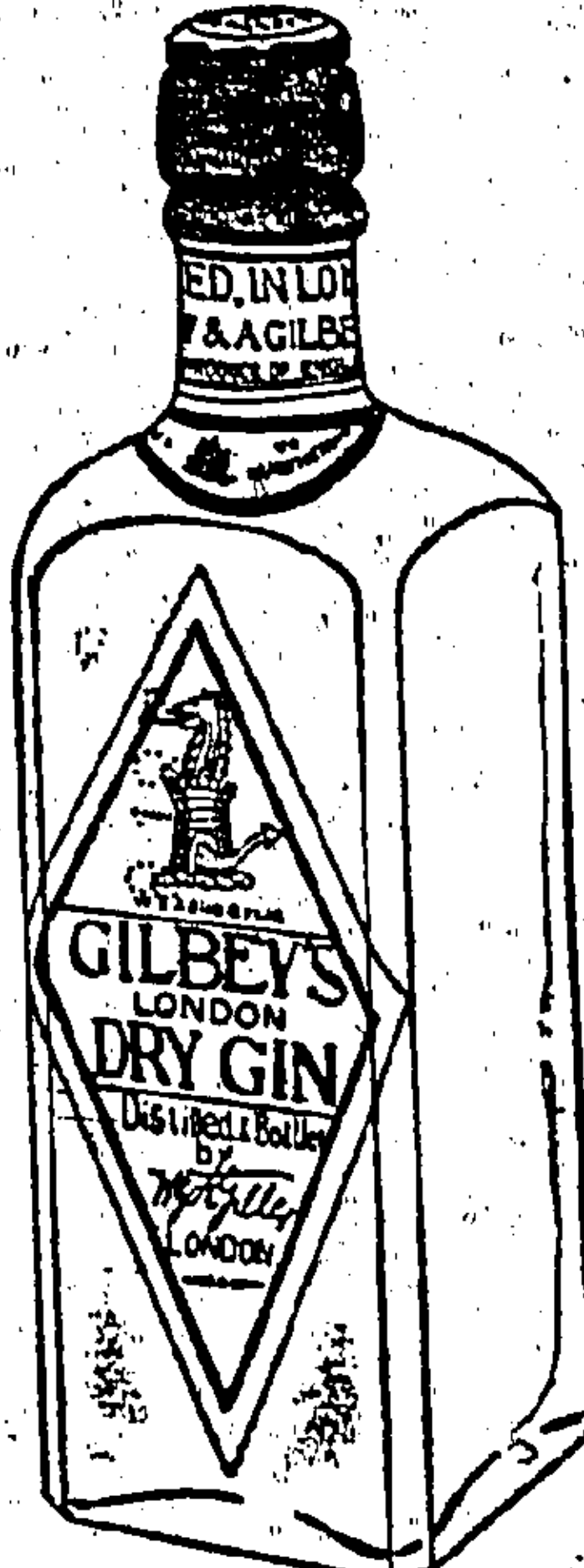
JARDINE, MATHESON & Co., Ltd., General Managers, The Hong Kong Fire Insurance Co., Ltd., Hong Kong, 5th Mar., 1930. [9106]

GREEN ISLAND CEMENT CO., LIMITED.

NOTICE IS HEREBY GIVEN that the 4th ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the Company, 3rd Floor, CHATER ROAD, Victoria, Hong Kong, on WEDNESDAY, the 13th DAY of MARCH, 1930, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1929.

THE TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 7th MARCH, 1930, to WEDNESDAY, 13th MARCH, 1930, Both Days inclusive.

By Order of the Board of Directors,
SHEWAN, TOMES & Co., General Managers.
Hong Kong, 20th Feb., 1930. [9068]



Gilbey's

CELEBRATED

London DRY GIN

Distilled and Bottled by

W. & A. GILBEY.

By Royal Appointment to His Majesty The King.

Sole Agents:

A. S. WATSON & CO., LIMITED.

Wine & Spirit Merchants,
Phone Central 616.

UNION WATERBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ANNUAL GENERAL MEETING of the SHAREHOLDERS will be held at the Office of Messrs. DODWELL & CO., LIMITED, on MONDAY, the 10th MARCH, 1930, at 11 a.m., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1929.

DODWELL & CO., LTD., General Managers, [9027]

THE HONG KONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN

that the FORTY-FIRST ORDINARY GENERAL MEETING will be held at the Company's Office, 2 & O. BUILDING, on WEDNESDAY 12th MARCH, 1930, at 11 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 31st December 1929, and electing Directors and Auditors.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co., Ltd., Agents.
Hong Kong, 19th Feb., 1930. [9055]

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in the Company will be held at the Company's TOWN OFFICE, 2, LOWER ALBERT ROAD, on FRIDAY, the 14th MARCH, 1930, at 11 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ending 31st December, 1929, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from 4th to 14th MARCH, 1930, Both Days inclusive.

By Order of the Board of Directors,
J. D. THOMSON, Acting Secretary.
Hong Kong, 25th Feb., 1930. [9074]

BIRTHS.

PERRY.—On February 23, at Footscray, to Mr. and Mrs. D. H. PERRY, a son. [9130]
LOVE.—On February 20, at the Country Hospital, Shanghai, to Mr. and Mrs. J. S. LOVE, a daughter.
McCRAE.—On February 27, at the Country Hospital, Shanghai, to Mr. and Mrs. T. F. McCRAE, a daughter, VIRGINIA READ.
PRINGLE.—On February 27, at the Country Hospital, Shanghai, to Mr. and Mrs. T. R. PRINGLE, a daughter.

MARRIAGES.

CRAWLEY.—On February 22, at H.M. Consulate-General, Shanghai, by Mr. A. P. Blunt, Consul, CREDIT CRAWLEY, son of the late Mr. and Mrs. Edward George CRAWLEY of Dublin, to DOROTHY MARGON CHANK, daughter of Mr. E. Crank and the late Mr. George Crank of Shanghai.

MARCH.—On February 22, at Colombo, ROY QUENTIN MARCH, Lieutenant, The Suffolk Regiment, son of Mr. C. H. and the late Mrs. MARCH, of Portsmouth, to MARIE ANNE, daughter of Mr. and Mrs. F. J. DE ALMEIDA, of 455, Rue Lafayette, Shanghai.

DEATHS.

GRAINGER.—On February 23, at Shanghai, BLANCHE STEPHANIE GRAINGER, aged 17. Deeply beloved daughter of Mrs. B. C. GRAINGER and sister of JACK GRAINGER.

JENSEN.—On February 27, at the Pauline Hospital, Shanghai, JOSEPH VATER JENSEN, dearly beloved husband of BENITA JENSEN. Aged 33 years.

MISKIN.—On February 26, the infant daughter of Mr. and Mrs. S. C. MISKIN, at 1428, Avenue Joffre, Shanghai.

RICHARDS.—On February 25, at the Country Hospital, Shanghai, MICHAEL, the dearly beloved son of Mr. and Mrs. A. P. RICHARDS, aged 23 years.

Editorial and Business Offices: 11, Ice House Street, Tel. Central 12.
Night Editor (Wanchai Office): Tel. Central 4211.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MARCH 6, 1930.

CONSTRUCTIVE CHARITY.

The poor we have always with us, and familiarity breeds, if not contempt, at least indifference, in a great many hearts. There is so much to do, and so little time at our disposal. The calls upon our purses multiply day by day. The voices of business enterprise, of social obligations, and of pleasure, are so loud and insistent that they drown the pathetic cries of the needy. And, unfortunately, when our ears are attuned to hear, it is more often the importunities of the sturdy beggar that reach them than the appeal of the broken-spirited who most need our help. There are the great organised charities and the churches which make regular appeals, but "one cannot give to all"—and very often we solve the problem by giving to none, and save our consciences, if they do trouble us at times, by giving alms to some poor wretch who horrifies us by a display of his sores, or malformities.

One of the boasts of that very lovely Italian city Florence is the famous Ponte della Trinita, with its three graceful arches, the centre one having a span of well over 90 feet. It was built in 1293 by the order of the then reigning Duke, COSIMO DE MEDICI. Florence was infested with beggars at that time—not that it is exactly free of them to-day—and COSIMO, a man of trenchant and somewhat cruel wit, devised a plan to suppress them and add to his own glory, at one and the same time. He issued a manifesto to the effect that every beggar who came to the City Hall on a certain day would be given a new suit of clothes. With the money that was found concealed among their old rags—for the beggars, to their dismay, were stripped before receiving the promised clothing—he built the bridge. We do not suggest that Hong Kong's many beggars should be rounded up and despoiled in this way, even though the proceeds might be put

to inaugurating the vehicular ferry service, the harbour tunnel, or the bridge which at various times have been discussed; but we do suggest that the charitable should go to the City Hall and learn from the ladies of the Benevolent Society who attend there, the very great need of some of the European poor of Hong Kong.

The Hong Kong Benevolent Society was founded in September, 1869, "for the purpose of rendering assistance in case of sickness, want, poverty or distress arising from time to time amongst persons other than members of the Portuguese or Chinese community in the Colony." The Society attempts to secure, by careful investigation of all cases, that help shall be given to the most needy and deserving. The relief granted varies with individual cases. Some are granted passages; some are helped to pay their rent, children are maintained at school, and employment is found whenever possible. As Mrs. W. T. SOUTHAM, President of the Society, said at the recent annual meeting, the aim is to give constructive help which will lead to a fresh start in life and economic independence, rather than distribute doles. The following are a few typical cases dealt with by the Society during the past year.

Arrangements were made for the return to England of the widow and son of a shipmaster, the fares being paid jointly by the Society and another Benevolent Body. A passage was obtained for a daughter in return for services on the voyage. A request from a British Consul was received to meet and befriend a woman transshipping at Hong Kong. This was done, and suitable clothing given her. An Englishwoman with two children had insufficient money to pay the whole of her fare to England. With the assistance of the Society of St. Vincent de Paul and other friends, the difference between steamer and third class passages was paid, and money for rail fares from London to destination supplied.

A European was desirous of returning to his own country where he had good prospects of work. He had the opportunity of working his own passage home, but had no money to pay his young wife's fare. With the assistance of the Jewish Benevolent Society this was arranged.

A man lost his employment (where he had been for 12 years) through acute deafness. The Society helped him financially and secured for him medical attention and temporary work while undergoing treatment.

A seafaring man contracted severe illness. When sufficiently recovered to be able to travel, the Society in conjunction with the General Charities Organization paid his fare to Calcutta, where his wife and family resided and where he could get specialised treatment.

A man in receipt of an allowance from another source, which, on account of sickness, was insufficient for his needs, appealed for additional help. The home was visited and he was found to be bedridden. Extra nourishment was supplied and the Society now pays his rent also. Clothes have been given to his wife and child.

These records are sufficient proof that the Society is justified in its existence, but the figures quoted in the annual report are perhaps even more striking. Temporary relief dispensed at the City Hall and monthly allowances came to \$3,041.46, passages to \$3,145.31, while during the past year 18 children have been supported at local schools at a cost of \$3,709.90. On these three items alone the Society distributed \$9,946.25 more than in 1928, which gives some indication of the great increase of calls on the funds due to depressed trade conditions. That is the work of the Hong Kong Benevolent Society—work which is done voluntarily by a party of men and women who believe in organised constructive charity.

What they ask is the support of those who are themselves in happy circumstances. While money is the great essential, and its most valuable form, the regular subscription, gifts of clothing, bedding, and furniture are also always welcome. But "work" is the cry of nearly every applicant, and in this matter the Society has to rely to a large extent on those who have employment to offer and are willing to give a trial to any man or woman recommended. The income of the Society is derived from subscriptions and donations. The sole condition of membership is the subscription of \$12 per annum. One dollar a month is not a large sum—considerably less than most of us spend on unnecessary rickshaws—but it may mean the difference between self-respect and a fall to the level of the beachcomber, to some unfortunate man stranded in the Colony. A few individual subscriptions at the rate of a dollar a month will give a helpless child good food and schooling—give a despairing wife help and hope—a desperate man an opportunity to make good. There is not one among our readers who need hesitate a moment about writing a cheque for twelve dollars—do it now!

News and Views.

One case of small-pox and one of meningitis were reported on Tuesday.

Lady Clementi, M.B.E., made her first speech in Malaya at the annual prize giving of the Singapore Chinese Girls' School, on February 27.

Members and Subscribers of the Peak Club are reminded of the dance to be held on Friday, March 21. Tickets are obtainable on application to the No. 1 Boy at the Club.

The Rev. S. Harrington Lytell was last week consecrated as episcopal Bishop of Hawaii. For 30 years, Bishop Lytell served as a missionary in China. He was recently stationed in Hankow.

A few days ago, in dealing with the price of silver and dollar exchange, we expressed the opinion that the worst is yet to come. Yesterday the dollar dropped again, and was quoted at 1s. 3d., another low record.

Hawley Bowles set a new national glider record at San Diego, California, last week by remaining in the air in a motorless aeroplane for 9hr. 5 min. This broke his own previous record by approximately seven hours.

It is learned that the well-known Polish composer, Dr. Liliencron, has turned Bernard Shaw's play "The Great Catherine" into a comic opera, with Shaw's approval, and the first performance will take place at the Leipzig Opera House.

The annual meeting of the Victoria Diocesan and Missionary Association will be held in the Cathedral Hall on Friday at 5.15 p.m. At the close of the meeting an address will be given by Miss G. Dunk on "Women and Girls' Work in Hong Kong."

The Secretary of the Interior announced last week that he has closed the Catholic schools in the cities of Chichuahua, Puebla, and Saltillo on a charge of violating a clause in the Constitution which prohibits religious education in the schools.

A V.D.M.A. at Home will be held at the Cathedral Hall on Tuesday, April 8, when an address will be given by the Rev. J. Foster on "Young China and Religion." Tea will be served from 4.30 to 5.15 p.m. The meeting following immediately after.

Seven members of the crew of the Czechoslovakian freight ship Leigie have been placed in the Marine Hospital at Chelsea, Mass., as victims of "parrot fever." Physicians said the symptoms of all the men were identical, and corresponded with the description of the malady.

The fight for the millions of Abdul Hamid, ex-Sultan of Turkey, has entered another round. A meeting is being held in Switzerland and it is expected that negotiations will be completed for consolidating the claims of 73 Turkish Princes and Princesses to his personal fortune of £300,000,000.

The British Minister to China, Sir Miles Lampson, arrived at Weihaiwei on the destroyer Somme last week. Soon after his arrival he had a conference with the Commissioner of Weihaiwei, Mr. R. F. Johnston, after which His Excellency transferred to H.M.S. Cornwall and sailed for Tongku en route for Peking.

A Chinese was convicted and sentenced to four months' imprisonment with hard labour, by Mr. Whyte-Smith at the Kowloon Magistracy yesterday, on pleading guilty to possession of a forged \$100 note of the Chartered Bank. The note was discovered on defendant when he was about to board a Shamshuipo Ferry to Hong Kong on March 3.

An announcement by the War Department in Washington last week said that tests had been satisfactorily completed on a new Packard Diesel type oil-burning aeroplane engine and that orders had been given that it be installed in aeroplanes for actual flight tests. Although this type of engine is economical and burns a low grade of fuel as compared with the special high-volatility aeroplane gasoline ordinarily employed for flying, it has previously been thought out of the question for aeroplanes because of its extreme weight. The new type is much lighter.

The Hong Kong Horticultural Society is holding its Annual Flower and Vegetable Show at the City Hall, and intending exhibitors are reminded of the following points. Vegetable exhibits must be staged before 10 a.m., cut flowers by 11 a.m. and table decorations by noon. Pot plants must be left till Friday morning but other exhibits should be removed by 6.30 p.m. The Show promises to be an exceptionally good one and it is hoped that it will be well supported by the public. It will be open to the Public from 3 p.m. to 7 p.m. prizes being distributed at 6 p.m. by Mrs. W. T. Southam.

A decision to increase their rates by 20 per cent. was reached at a special meeting held by the Shanghai Caterers' Association last week. Mr. Wong, secretary of the Association, stated that the increase was made necessary by the falling exchange, increased duties, higher cost of imported commodities, and the higher wage scale. The increase in expenses, he pointed out, ranged from 50 to 70 per cent., and under present conditions members of the Association found themselves unable to continue with the present rates. The secretary stated that local foreign residents were fully conversant with the increase in import duties, imported commodities, and the low rate of exchange, and would readily understand the decision of the Association.

Aerodromes for Malaya.

An important announcement was made at the annual dinner of the Singapore Flying Club on February 27, at which H.E. Sir Cecil Clementi was the guest of honour. The announcement was that before the end of the present year there will be a chain of aerodromes between Singapore and Kedah and that a considerable amount of aerial activity may therefore be expected in Malaya in the near future.

To Listeners.

On page 8 of this issue will be found an article specially written for the Daily Press with the object of assisting and interesting those of our readers who have wireless receiving-sets. These articles will appear weekly on Thursdays, and the writer will be pleased to answer any queries sent to him by those who have doubts or difficulties in regard to radio. Such letters should be sent to this office marked "Radio," and questions will be answered on the following Thursday. In his first article, appearing to-day, our correspondent deals with troubles caused by damp and dust, and emphasises the importance of "nursing" a wireless set.

Looking Back 25 Years.

H.E. the Governor has provisionally appointed Mr. C. McI. Meeser to be a police magistrate in the New Territory, till further notice; and Mr. S. B. C. Ross a police magistrate in Hong Kong and Assistant Superintendent of Police, vice Mr. E. D. C. Wolfe. Mr. A. G. M. Fletcher has been provisionally appointed Assistant Colonial Secretary and Clerk of Councils, vice Mr. S. B. C. Ross; and Mr. C. N. Orme, Assistant Registrar-General and Deputy of Marriages, vice Mr. A. G. M. Fletcher. H.E. the Governor, with the approval of the Secretary of State for the Colonies, has appointed Mr. R. H. Crofton to be Chief Clerk in the Colonial Secretary's Office, vice Mr. M. J. Drayson.—Hong Kong Daily Press, March 6, 1930.

Looking Back 50 Years.

The second annual meeting of the shareholders in the China Sugar Refining Company, Ltd., was held at the offices of the general agents, Messrs. Jardine, Matheson & Co., yesterday afternoon. There were present Hon. W. Keswick (chairman), Messrs. F. D. Sassoon, E. R. Remedios, W. Reimers, T. Jackson, T. G. Williamson, J. Y. Y. Vernon, C. P. Chatter, H. Smith, J. M. Mosely, J. MacGregor, W. K. Hughes, J. T. Chatter, A. R. Blundy, and H. Dick (manager). The reports and accounts were taken as read. The Chairman said: "When we met here twelve months ago, I mentioned that we only require cheap raw material to increase the earnings of the refinery, and it is a source of pleasure to me to point to the accounts we now present as confirming the view I then took of our prospects. It will be a matter of great satisfaction, I am sure to the shareholders, and certainly to the manager and general agents, if during the next few years the power of the refinery can be fully utilised."—Hong Kong Daily Press, March 6, 1930.

THE HON. TREASURER, HONG KONG BENEVOLENT SOCIETY, CITY HALL, HONG KONG.

Enclosed please find cheque for twelve dollars being subscription to your Society for the current year.

AN EMPIRE FREE TRADE COALITION.

MR. BALDWIN FALLS INTO LINE.

UNITED EMPIRE PARTY TO CO-OPERATE WITH CONSERVATIVES.

[THROUGH REUTER'S AGENCY.]

LONDON, March 4. "Baldwin adopts United Empire Party's Policy, is the *Evening News* heading: "Tory Leader Ignores New Party" is the *Star* heading.

These sufficiently describe the varying interpretations of Mr. Stanley Baldwin's speech, but Lord Beaverbrook, in a letter to Mr. P. J. H. Hannon, M.P., chairman of the meeting of the Central Chamber of Agriculture, regrets his inability to attend in consequence of Mr. Baldwin's "momentous announcement of altering the political outlook almost to the point of transformation, necessitating my consulting my colleagues."

Mr. Hannon, before reading the letter, announced that the whole forces of the United Empire Party would support "the great forward and uplifting policy announced by Mr. Baldwin this morning."

New Party Satisfied.

Lord Beaverbrook's and Lord Rothermere's acceptance of Mr. Baldwin's policy was indicated by the Central Chamber of Agriculture. He said that Mr. Baldwin's policy in a large measure met the views of the Party which Lord Beaverbrook had inaugurated. Therefore, Lord Beaverbrook and his colleagues would be prepared to accept that policy loyally and in the spirit of determination and carry it out.

Lord Beaverbrook has issued a statement declaring that Mr. Baldwin's statement is perfectly satisfactory and amounts to an acceptance of the main purpose of the Empire crusade. He has no doubt that Conservatives, generally will accept Mr. Baldwin's lead, so the crusade will be saved the enormous expense of opposing them in the constituencies, but the United Empire Party must work harder than ever to arouse the country and the Empire to the whole-hearted support of the Empire free trade policy.

CONSERVATIVES AGREE.

[THROUGH REUTER'S AGENCY.]

LONDON, March 4. The General Council of the Conservative Association's resolution, urging "an immediate, continuous campaign in favour of the adoption of tariffs to protect industries and agriculture in Great Britain and the workers therein, with Empire free trade as the ultimate aim," led to a considerable discussion. Finally, the amendment was carried by deleting the words "and agriculture." The resolution was carried by a small majority, urging the leaders of the party to formulate immediately the agreed policy of a scientific tariff and Empire development, and a resolution demanding a wider programme of safeguarding as the principal item of the party programme at the next

APPROVAL OF TARDIEU'S POLICY.

FRENCH DELEGATION NOMINATED.

[THROUGH REUTER'S AGENCY.]

PARIS, March 5. The Council of Ministers has approved of the Ministerial declaration which states the Government remains faithful to the general policy of the previous Tardieu Government. It also emphasizes that the financial problem dominates in home politics, necessitating firstly, the maintenance of a policy of budget equilibrium and amortisation which saved France four years ago; secondly, the stimulation of the working energies of the nation at a time when a world crisis of over production is re-acting in France.

Delegation to Naval Conference. The Government regrets a Party truce has not been agreed to but declares its determination to carry out its programme whatever the difficulties.

The Council nominated the Delegation to the Naval Conference, namely, Messieurs Tardieu, Briand, Dumesnil, Pietri, Fleuriat and Kerguelen, President of the Senate Naval Committee.

LIBERAL PARTY HARMONY.

A PLEDGE OF CO-OPERATION.

[THROUGH REUTER'S AGENCY.]

LONDON, March 4. There were smiles on the faces of all the participants at a meeting of the Liberal Parliamentary Party in the House of Commons as they filed out after four hours' successful efforts to compose their differences. A resolution of confidence was passed in Mr. Lloyd George and Sir Robert Hutchinson, who withdrew his resignation. Every member personally pledged himself to work in harmonious co-operation.

FUND NEARING £100,000.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 25. Twenty thousand enrolments for the United Empire Party were received over the week-end by the first post to-day and the "Fighting Fund" is already nearing £100,000.

Conservatives are coming over and to-day Sir James Watt, President of the Northern Cumberland Conservative Association, announced his adherence.

Viscount Elibank is also giving his support and many Liberal and Conservative Peers are preparing to follow suit. Of these Lord Brownlow, the great land-owner, is a notable example.

Other supporters include Sir Henry Segraves, the Countess of Mayo and the Dowager Duchess of Mayo. Early newspaper development are expected in centres where the local Press is giving inadequate support.

COMMONS AND TARIFF TRUCE.

[BRITISH WIRELESS SERVICE.]

RUSSIA, March 4. In the House of Commons Sir Philip Cunliffe List, former President of the Board of Trade, initiated a debate on the subject of a Tariff Truce Conference. He said if the convention went through every single one of our competitors could for the whole period of the convention maintain their duties exactly where they had them to-day and, in exceptions, could raise them in certain circumstances, as this country would be absolutely bound not to put up duties in any circumstances.

Mr. W. Graham, President of the Board of Trade, in reply, said that a large part of the attack against the truce had been due to the mistaken notion that it was proposed to stabilise tariffs for a period of two or three years at their present level.

To Arrest Upward Movement.

The idea was that there should be an effort to arrest the upward movement of tariffs, and then have a systematic investigation of the proposals that could be made for their reduction. He dealt at some length with the proposed draft of the convention, and admitted it was not easy to define fiscal duties, and that exceptions were also presenting difficulties. He could say but little more while the conference was still sitting.

Mr. Graham said he did not dispute that the Dominions had indicated that they could not be parties to the discussion, but he did not believe that the idea of the British Empire as a self contained economic unit was a practical proposition within the Empire, provided it was based on mutual efforts to get rid of restrictions and not increase them.

THE FRENCH FLOOD DISASTERS.

FORTY KNOWN TO HAVE PERISHED.

[THROUGH REUTER'S AGENCY.]

PARIS, March 4. So far, over forty people are known to have perished in the floods.

The victims include seven soldiers who were engaged in rescue work in the neighbourhood of Albi. The death-roll is unofficially estimated at one hundred.

A dam has burst near Moissac and the waters have overflowed into fresh areas.

HELP FOR FLOOD VICTIMS.

PARIS, March 5. The Council has decided to ask Parliament to vote thirty million francs for the relief of sufferers in the floods. A moratorium for debts will be immediately established in the devastated departments.

CURIOUS GERMAN MURDER CASE.

WIDOW OF VICTIM ARRESTED AFTER HUSBAND'S BURIAL.

Berlin, February 25.—The widow of Herr Bauer, director of the Middle German Shipping Company, was arrested to-day immediately after her husband's burial in the Magdalen Cemetery. She was arrested on suspicion of having caused the murder of her husband. Herr Bauer, a private detective, who was known to have been on friendly terms with Frau Bauer, was arrested on suspicion that he committed the murder. Bauer disappeared on December 14 and the next day his body was found in a dock with axe wounds on the head. The murdered man had recently been insured for £2,000 and this aroused the belief that he had been killed for the sake of his money.

ARMED LAUNCH AND OPIUM.

REVENUE AUTHORITIES MAKE LARGE HAUL.

RESULT OF MISHAP IN FOG.

A huge quantity of opium estimated, at about fifty to sixty thousand taels, and worth some \$50,000, was seized yesterday by the Revenue Authorities from a Chinese armed launch, the Hung Ham.

The full details of the circumstances of the haul are not as yet available, but it would seem, from information collected from several sources yesterday, that the Hung Ham went aground on Tuesday night, during a thick fog, on the rocks at Ha Min Wan, near Lamma Island. The vessel's plight was noticed by a Police launch and a tug was sent for. The Police launch, it is learned, returned to Hong Kong at 8 p.m. on Tuesday.

Yesterday morning, however, a party of Revenue men and police officers are believed to have proceeded to the armed launch, and there they discovered 83 cases of the drug, each case containing two kerosene tins fully stuffed with opium, the whole being about two tons in weight.

The necessary incomplete examination of the opium made so far has failed to show the origin of the drug, but no doubt this difficulty will be solved after an official analysis has taken place.

Two Persons Detained.

The armed launch was taken to Hong Kong and the crew were examined by the authorities. It is reported that two persons are now being detained in connection with the haul. The launch was later taken to the O.S.K. Wharf and a Police guard placed on board. The opium, it is understood, has been safely deposited in the stores of the Revenue Department.

It is understood that a large quantity of arms was also found on board, but whether these are part of the ship's armament or otherwise, is at the moment uncertain.

The launch, it is understood, is on patrol duty between Canton and Swatow.

PRAYERS FOR CHRISTIANS IN RUSSIA.

SPIRITUAL FREEDOM OF MEMBERS OF THE FORCES.

[THROUGH REUTER'S AGENCY.]

LONDON, March 4. In the House of Commons to-day, Mr. Ramsay MacDonald, replying to Mr. Stanley Baldwin, said that the orders issued to the Army, Navy and Air Force made clear that no compulsion to attend intercessory prayers for Christians in Russia would be exercised, but both civil and military personnel were free to attend any services voluntarily.

Mr. Lloyd George assured Mr. MacDonald that this was not a newspaper agitation for political purposes, as Mr. MacDonald had stated, because the Free Church leaders had informed Mr. Lloyd George that if the Government's order were carried out, it would be impossible to get young men of high character to take the position of chaplain to the forces.

Mr. MacDonald said that he had also received letters from the leaders of the Churches, and he believed that the difficulty would be removed as the result of negotiation.

Mr. MacDonald assured the House that every attempt would be made to allow for the full spiritual liberty of members of the forces on this occasion. He would be only too glad to adopt Mr. Baldwin's suggestion, and would discuss the matter with Mr. Lloyd George and Mr. Stanley Baldwin.

INDIANS IN EAST AFRICA.

DEMAND FOR EQUAL STATUS WITH EUROPEANS.

[THROUGH REUTER'S AGENCY.]

New Delhi, March 4. The Right Hon. W. Srinivasa Sastri, whom the Indian Government has appointed to enquire into the conditions of Indians in East Africa, has reported that he is hoping that the Labour Government will make clear the statement of policy assigning to the Indian population the status of equal partnership with Europeans, and urges that the Indian Government should press for a franchise common to all races, and demand the adequate representation of Indians in the Kenya Council. He says that the conditions of Indians in Tanganyika and Uganda are somewhat better, but improvement of their condition is also necessary.

THE NORTHERN SITUATION.

SIGNIFICANT ACTION BY YEN HSI SHAN.

[THROUGH REUTER'S AGENCY.]

NANKING, March 5. It is officially announced that Yen Hsi Shan has resigned all Government posts including the Central Executive Council, the State Council and Vice-Generalissimo.

The Government is awaiting the report of the committee recently appointed to investigate Yen's activities before taking action.

WANG CHING WEI OFF TO PEPING?

It is reported from Chinese sources that Mr. Wang Ching Wei, the leader of the Left Wing of the Kuomintang, has left the Colony for Peking, via Japan, in response to the request of the "Leftists" in the North.

CHANGING CHINA'S CURRENCY.

THE QUESTION OF FOREIGN BANKS' NOTES.

[THROUGH REUTER'S AGENCY.]

NANKING, March 5. The authorities state that there is no intention of imposing an import duty on silver. The Minister of Industry, reporting on the financial situation, recommends, *inter alia*, a reorganisation of the monetary system, including a change from the tael to the dollar, and the prohibition of foreign banks in China to issue notes.

NANKING AND AIR MAIL CONTRACT.

REPLY TO AMERICAN MINISTER.

[THROUGH REUTER'S AGENCY.]

NANKING, March 5. It is reported that the Foreign Office has notified the American Minister that negotiations are proceeding for the revision of the American Air Mail contract.

CHINESE NAVAL MISSION IN FRANCE.

[THROUGH REUTER'S AGENCY.]

PARIS, March 4. The Air Minister to-day received the Chinese Naval Mission, headed by Admiral Tu.

S.M.C. ELECTIONS.

RESIGNATION OF MR. ARNHOLD.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, March 5. Mr. H. E. Arnold, Chairman of the Shanghai Municipal Council, has resigned from the Council, as he does not wish to embarrass the Council by maintaining his position to the end of the office term.

It is reported this evening that one British councillor may resign to allow the defeated American to take his place in order to maintain the customary American quota of two councillors.

AMERICAN RELIEF FOR CHINA.

CORN FOR FAMINE DISTRICTS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 4. The Senate Agriculture Committee has decided to consult Mr. MacMurray, ex-Minister of China and Mr. John B. Payne, Chairman of the Red Cross Society, regarding the proposal of the Federal Farm Board to buy \$25,000,000 (gold) worth of corn to send to China for famine relief.

CANADA AND U.S. LIQUOR LAWS.

OPPOSITION TO NEW BILL.

[THROUGH REUTER'S AGENCY.]

OTTAWA, March 5. Considerable opposition is anticipated against a Bill introduced by the Prime Minister, Mr. Mackenzie King, at the instance of the United States Government prohibiting clearances of liquor-laden vessels where it is evidently the intention to land liquor in a country where entry is forbidden.

COMMUNISM IN MANILA.

STUDENTS START RIOTS.

MOSCOW AGENTS IN PHILIPPINES.

[THROUGH REUTER'S AGENCY.]

MANILA, March 4. Red-hand Communism made its first public appearance in Manila to-day, in connection with the general rebellion of high school students, 14,000 of whom refused to attend classes, and indulged in serious rioting.

The strike started over the alleged insults of an American teacher, and is now continuing on a basis of demanding the reinstatement of four expelled students. The trouble to-day caused the police to order all available reserves to the centres of the riots.

Student Killed.

Several students were badly injured and one killed. A young girl was stripped and trampled on by the mob in the North High School grounds, and a police sergeant was beaten.

Communist agitators, who have long been known to be semi-active in a quiet way, came out openly, addressing 3,000 students in the Walled City for the purpose of "protecting the rights of Filipino students trampled upon by foreigners whom we are feeding and who do not know how to appreciate the hospitality of our people."

It is estimated from reliable sources that 10,000 Filipinos have been converted to the cause of Communism during the last three years. At least 20 agitators with direct Moscow connections are known to be working in the Philippines.

PROPOSED AMERICAN BOYCOTT.

MANILA, Feb. 25. The Philippine Independence Congress, which met to-day for the fourth day of its plenary session, decided to present a resolution tomorrow declaring a boycott of the goods American and foreign merchants distribute in the Islands in cases where the distributors are known to be opposed to the independence of the Philippines, thus threatening the American rule.

At first the Independence Congress intended merely to prepare the minds of the people for the idea of freedom. This freedom is now unlikely to be granted by Washington but, nevertheless, the Congress has produced a high-pitched interest, combined with considerable disagreement among Filipino leaders on the form of independence. Some seek a neutrality status and preferential trade rights for a period of ten years, while others desire to see the country cast entirely adrift from American rule.

AMERICAN DIPLOMAT'S STRANGE REQUESTS.

TO QUEEN OF SPAIN AND SIGNORA CARUSO.

[THROUGH REUTER'S AGENCY.]

PITTSBURGH, March 4. The *Sun-Telegraph* announces that Mr. A. P. Moore, who was appointed U.S. Ambassador to Poland, but died before he had taken up the appointment, has bequeathed \$625,000 to the widow of Enrico Caruso, the world-famous singer, and \$500,000 to the Queen of Spain.

BOLSTERING UP COMMUNISM.

UNEMPLOYMENT DEMONSTRATIONS IN AMERICA.

[THROUGH REUTER'S AGENCY.]

NEW YORK, March 5. Commissioner Whelan, head of the New York police, has instructed the police to carry out a policy of "free speech but no riots" as regards the Communists who have announced their intention to organise a series of unemployment demonstrations beginning to-morrow, and culminating in a mass convention in Chicago to deal with the question of a permanent organization.

The Russian Socialist, Raphael Abramovitch, says that the demonstrations in the United States and elsewhere in the world have been planned by Stalin "to bolster up the fallen prestige of communism" outside Russia.

BREAK IN RAW SUGAR PRICES.

[UNITED PRESS.]

New York, February 27.—Raw sugar prices broke to-day and the market became demoralized upon a basis of unconfirmed reports that most of the current selling is coming from interests representing the Cuban sugar pool.

THE FIGHT AGAINST PROHIBITION.

END OF THE FIRST ROUND.

ALLEGATIONS OF CORRUPTION AND ESPIONAGE.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 4. The "Wets" directed their final blow against Prohibition, when they concluded seven days' evidence before the judiciary committee of the House of Representatives, on the proposal that the eighteenth amendment should be repealed. The "Wets" gave a shocking picture of official corruption, increased drunks, overcrowded courts, and more speakeasies than there were saloons in the old days. Over 1,000 people had been killed as the result of the activities of enforcement officers.

The "Drys" begin their seven days' evidence to-morrow.

"BLOWING THE LID OFF."

RISING TIDE OF FEELING IN AMERICA.

WASHINGTON, Feb. 21.

Senators George W. Norris of Nebraska, William E. Borah of Idaho, and Smith W. Brookhart of Iowa to-day received private information concerning Prohibition enforcement which Senator Norris said "if true, will blow the lid off."

The three Senators, all Western independent Republicans and all militant advocates of strict law enforcement, accordingly requested the Senate to arrange for a preliminary investigation. They said that they intended to give the facts to a Senate Committee on Monday.

Meanwhile Senator Norris declined to name the witnesses he intends to summon, but his facts are expected to be made public if a more complete investigation is ordered by the Senate on a basis of the preliminary showing. Testimony before the House Committee on prohibition during the past week has stirred great interest throughout the country, and feeling is rising higher among both the "wets" and "drys." On some points the two camps appear to be coming together, conscientious upholders of both views uniting in their desire for more honest and thorough-going enforcement of the law, although differing in their opinions as to the desirability of maintaining the law unaltered.

The Finer Fined.

"Wets" in Washington who objected to the militant law enforcement statements and activities of Mrs. Mable Walker Willobrandt while she was Assistant U.S. Attorney-General in charge of prohibition enforcement cases had their little laugh to-day, somewhat belatedly.

Mrs. Willobrandt was called into Court on a charge of driving an automobile in excess of the legal speed limit, found guilty, and fined \$10.

Alleged Spying on Senators.

WASHINGTON, February 25.—A lusty cry of "Spy" was raised in the halls of Congress to-day with individual Senators declaring themselves the centre of unwelcome attentions.

Senators William E. Borah, Burton K. Wheeler, and others who have been active in demanding that there be immediate investigation of the status of prohibition enforcement declared to-day that they are being "continually hounded by spies."

Senator James E. Watson of Indiana accordingly requested David

Darry, Sergeant-at-Arms of the Senate, to organize a plain-clothes squad in order to watch such spies. He asserted that he intends to "go to the bottom of this spy business."

It is the intention of Senator Watson, he said, to keep detectives in the Senate building until he learns the truth of the spy accusation.

Some believe that the spies in question may be attempting to learn whether all members of the Senate are themselves scrupulously careful to observe the Federal prohibition law. Lurid tales to the contrary have been related on occasion, although such men as Senators Borah and Wheeler are universally considered above any such suspicion.

Outspoken Evidence by Mr. Du Pont.

[UNITED PRESS.]

Washington, February 27.—Encouraged by the result of mass evidence submitted at committee hearings against prohibition, leaders among the "wets" to-day made it known that they planned to carry the issue into the approaching Congressional elections.

"We shall label every candidate either 'wet' or 'dry,'" said a spokesman for this group. Representative Fiorello H. La Guardia of New York is a leader in this movement. He declared to-day that up to the present time there has been a noticeable lack of courage on the part of leaders of both the main parties.

While Mr. Taft lay at the point of death here to-day, Mr. Fabian Franklin, testifying before the House Judiciary Committee, quoted Mr. Taft's prediction in 1918 to the effect that "prohibition will fail to prohibit and will lead to lawlessness."

Complete Repeal Advocated.

A complete repeal of the entire Eighteenth (Prohibition) Amendment was advocated to-day by Pierre DuPont of the extensive DuPont manufacturing interests in the course of testimony before the House Judiciary Committee, which is conducting hearings on proposed prohibition legislation.

Mr. DuPont said that Americans were accustomed to strong drink, while they were not educated to consumption of light wines and beer, so he could see no merit in proposals to change the prohibition law to permit sale and drinking of such liquors.

Prohibition or lack of it can make little difference to American industry, Mr. DuPont declared. "Our men were sober and industrious before prohibition," he said. "They are the same way now."

Prohibition had failed to curb the use of alcohol in the United States but on the contrary it had simply made it use a matter of breaking the law, he went on.

Prohibition and Prosperity.

The industrialist declared that prohibition had nothing to do with prosperity in the United States, in spite of statements by many prohibitionists. Mr. DuPont took definite issue with the motor magnate Henry Ford in this matter.

Many business men themselves drank but believed that prohibition was good for the workers," said Mr. DuPont.

Asked whether that included Mr. Ford or Mr. Sloan, of General Motors, Mr. DuPont remarked, "You'd better ask them."

Many other witnesses before the Committee to-day described what they declared to be aspects of business depression which came in the wake of prohibition.

A PJAMA RECEPTION.

U.S. GOVERNOR'S FAUX PAS.

[THROUGH REUTER'S AGENCY.]

NEW ORLEANS, March 4. An international incident was narrowly averted as the result of the unorthodox attire of Mr. Long, Governor of Louisiana, who received the Commander of the German cruiser Emden and the German Consul-General at New Orleans dressed in green silk pajamas, a red dressing gown, and blue bedroom slippers.

The Germans were highly indignant at what they considered to be cavalier treatment. The captain of the Emden threatened to weigh anchor and leave immediately, failing the receipt of a full apology. The Governor was very surprised, and declared that he had treated them like home folks, but he was finally persuaded to make amends, and the incident ended in firing a salute of seventeen guns and the Governor visiting the Emden in formal morning attire borrowed from his friends, but carrying a bowler hat.

(Continued at foot of next column).

PETROL PRODUCTION.

AMERICAN SCHEME FOR CURTAILMENT.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, March 4. The Federal Oil Conservation Board, composed of four members of the Cabinet, has suggested the curtailment of petrol production and the operation of refineries six days a week instead of seven, and has called on the Governors of the three principal oil producing States, Texas, Oklahoma, and California, to point out to the industry the danger of waste owing to increasing petrol stocks, which are higher than since 1927.

M. Jacob (France), President of the Mid-Continent Petroleum Corporation, declares that the suggestion is impracticable, as refineries cannot shut down for one day without great losses. The only way to curb petrol production is to reduce duty the crude oil charge to the stills.

The Governor subsequently explained, "I know nothing about diplomacy. I was brought up in the hills and only happened to become State Governor by accident."

INTIMATIONS.

HONG KONG JOCKEY CLUB.

THE FIRST EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on **SATURDAY, 8th MARCH, 1930.** Commencing at 2 p.m.

MEMBER'S ENCLOSURE Members are notified that they and their Ladies must wear their Badges prominently displayed.

No one without a Badge will be admitted to the Members' Enclosure. Badges admitting Non-members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$2.00 for Ladies, are obtainable through the Secretary upon introduction by a Member, such Member to be responsible for payment of all Chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course. Members can obtain, upon application to the Secretary, Badges (limited to Two) for the Free Admission to the Members' Enclosure of Wives, Lady relatives and Friends.

Names must be stated when applying. On no pretext will Children be permitted in their Enclosure during the Meeting.

PUBLIC ENCLOSURE The Price of Admission to the Public Enclosure is \$1.00 for all Persons including Ladies, and is payable at the Gate.

Soldiers and Sailors in Uniform are admitted Half Price.

Bookmakers, Tipsters, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order,
C. B. BROWN,
Secretary.

9112]

THE RAUB AUSTRALIAN GOLD MINING CO., LTD.

(INCORPORATED IN QUEENSLAND.)

NOTICE OF DECLARATION OF SECOND INTERIM DIVIDEND.

NOTICE IS HEREBY GIVEN that a SECOND INTERIM DIVIDEND of 1 SHILLING Per Share on account of the Year ending 31st MARCH, 1930, has been declared by the Directors of the Company in RESOLUTION, payable to Shareholders on the Register at RAUB and SINGAPORE on TUESDAY, 27th MARCH, 1930.

NOTICE IS ALSO HEREBY GIVEN that the SINGAPORE TRANSFER REGISTERS will be CLOSED from TUESDAY, 11th MARCH, 1930, to THURSDAY, 27th MARCH, 1930, Both Days inclusive for the Preparation of Dividend Warrants.

By Order of the Board,
DYRICK & CO.,
Chartered Accountants,
Local Secretaries.

HONG KONG BANK CHAMBERS,
Singapore, 22nd Feb., 1930. [9004

SILICA.

THE SILICA Produced at the PAK SHA WU MINING DISTRICT, WALCHOW, KWONG TUNG, is a Well-known Product, of High Quality, and is supplied to Various Leading Glass-Factories in All Parts of the World. We are Now Working the Mine on a Large Scale, and all Wholesale Business is conducted by the Company. Any Glass Factory desiring to make Purchases Direct, and Any Persons wishing to take up Agencies for Our Product, are requested to apply to—

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G. R.

ANNUAL NAVAL CONTRACTS.

SEALED TENDERS are invited for the Following CONTRACTS.

Supply of Timber and Timber Materials.
Upholstery Work.
Dry Cleaning Work.
Repairing Clocks, Watches, and Stop Watches.
Supply and Repair of Bamboo Staircases.

Supply of Acetylene Gas.
Supply of Oxygen Gas.
The CONTRACTS Commence on 1st APRIL 1930, and Expire on the 31st MARCH, 1931.

Forms of Tender may be obtained on application to the NAVAL STORES OFFICER, H.M. NAVAL YARD, by whom Tenders will be received UNTIL NOON, MONDAY, 10th MARCH, 1930.

The Right is reserved of Rejecting All or any Tenders and of accepting any portion of a Tender. [9108

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NOTICE TO SHAREHOLDERS.

THE FORTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on THURSDAY, the 13th MARCH, 1930, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the Year ended 31st DECEMBER, 1929.

The TRANSFER BOOKS of the Company will be CLOSED From MONDAY, the 3rd MARCH, 1930, To THURSDAY, the 13th MARCH, 1930, Both Days inclusive.

By Order of the Board of Directors,
F. E. CRAPNELL,
Secretary.

Hong Kong, 24th Feb., 1930. [9070

HONG KONG TELEPHONE CO., LIMITED.

NOTICE IS HEREBY GIVEN that the FIFTH ORDINARY YEARLY MEETING of the HONG KONG TELEPHONE COMPANY, LIMITED, will be held on SATURDAY, the 15th DAY of MARCH, 1930, at the BOARD ROOM of the Company, SECOND FLOOR, EXCHANGE BUILDING, Hong Kong, at 11 O'CLOCK A.M., for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Financial Year ended 31st DECEMBER, 1929, and re-electing Two Directors and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED From the 10th MARCH, to the 15th MARCH, 1930, Both Days inclusive.

Dated this 17th day of February, 1930.
By Order of the Board,
W. L. MCKENZIE,
Secretary.

14, Des Voeux Road Central,
Hong Kong. [9103

CREDIT FONCIER D'EXTREME-ORIENT.

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Six-roomed & Five-roomed Apartments

PRINCE EDWARD ROAD,
KOWLOON.

Detached and Semi-detached Villas.
Modern Construction with Garages.

"CAMBAY BUILDINGS,"
Flats with Modern Conveniences

Sports News

GOLF NOTES.

THE CAPTAIN'S CUP.

[By "WRYNECK"]

A. O. Brown is to be congratulated on winning through the match-play stages of this competition.

Last week he met A. H. Ferguson in the final, and was victorious on the last green. Ferguson turned two up, thanks to a stymie at the ninth, but Brown, in spite of these Scotch (!) tactics, plodded steadily along, bagged a four to win the tenth, and with his strokes won the eleventh, twelfth, and thirteenth, to become two up and five to go.

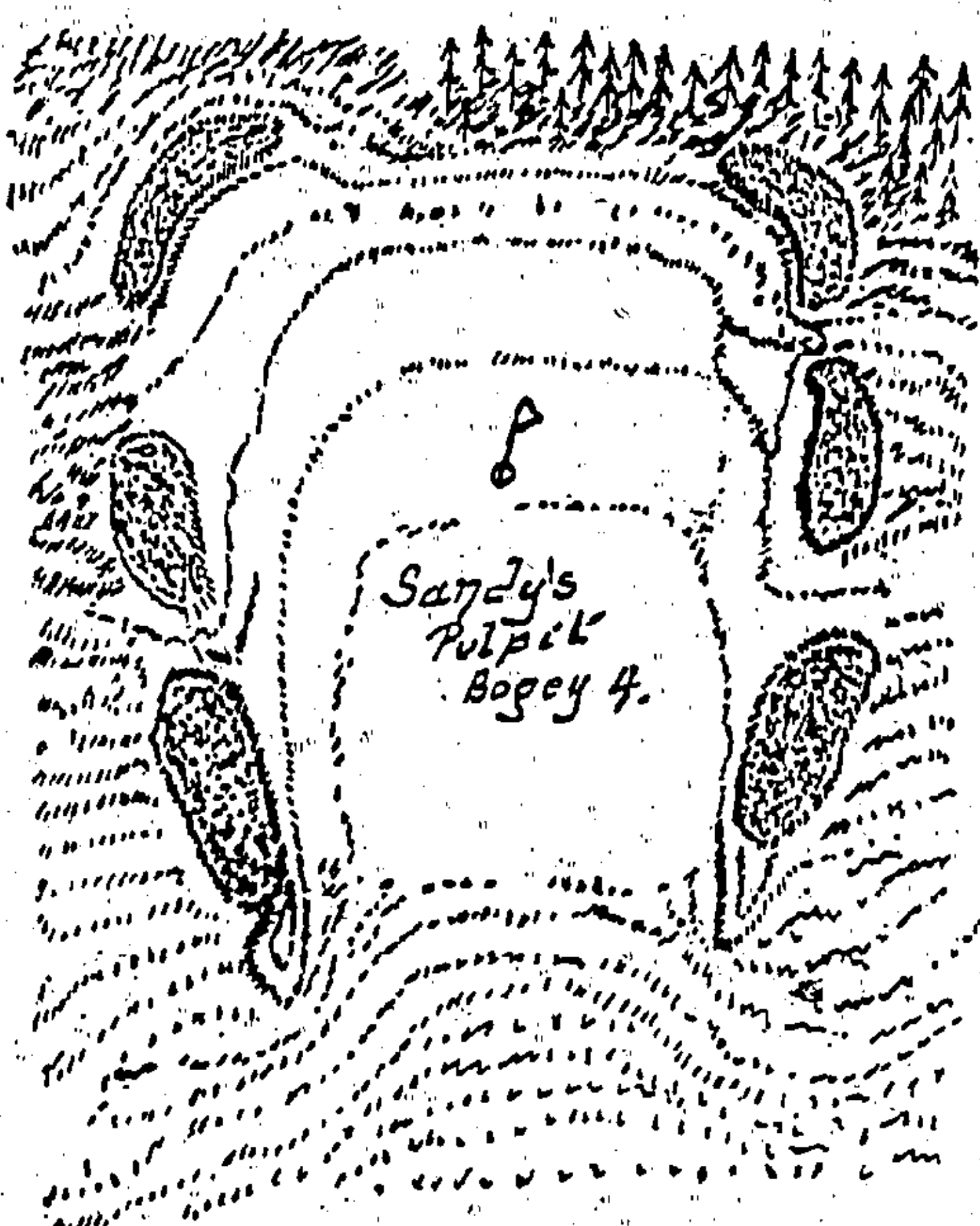
Ferguson halved Sandy's Pulpit in four, and won the next in the same figure. The top-dressing gave him the sixteenth in four, and a

cular instances would make holes which at present are somewhat dull into a real test of golf.

For instance, Sandy's Pulpit is a bogey four—it couldn't very well be anything else from the back tee—and apart from the 16th it is the easiest bogey four on the course.

At present there is little danger for the long hitter who goes for the green and gets off the line, as he generally has an easy run up onto the green. The other day I hooked beyond the 15th tee almost into the wood, a shot which ought to have left me with a difficult recovery and a feeling of thankfulness if I managed to get a four. But I was able to run my ball up to the pin. I hadn't even to play a pitch!

Similarly, the short hitter who gets off the line and avoids the two existing bunkers has a large plateau to play onto, and should always get his 4. Now look at the bunker as shown below, and see what happens. The short hitter off the line has to be able to play a fairly accurate pitch.



five and six at the seventeenth left him dormie one down. Brown hit a good drive at the last hole, when Ferguson scuffed his through the pines. The latter, however, recovered well with his spoon, but three putts allowed Brown to halve.

Brown fought out an uphill battle in the second half, playing well up to his handicap, and being in no way disturbed by his more loquacious opponent, who seems to have almost recovered from his recent illness.

The Military Meeting will take place at Fanning over the Old Course on Monday and Tuesday, March 10 and 11, when competitors will have the right of way.

Bunkers.

Some time ago I suggested that a few new bunkers would improve the course as a whole, and in parti-

The long hitter who goes for the green takes a certain amount of risk but that is only fair, as he is deliberately trying a lop a stroke off bogey, and does so with his eyes open.

On the other hand, it is a good shot that has the length of the green, and therefore our bunkering must not be too severe on drives a bit off the straight. To this end the ground directly in front of the two leading bunkers is arranged to steer a spent ball either onto the green or behind the bunker, depending on the degree of inaccuracy.

All the bunkers are pot bunkers, not deep, as they are not intended as severe hazards, but rather to make you feel a certain glow of satisfaction in getting down in two shots should you happen to pay any of them a visit or get on their wrong side.

H.K.C.C. TENNIS TOURNAMENT.

NO PLAY YESTERDAY.

Weather conditions prevented any play yesterday and so all matches down for decision were postponed.

Today's programme is as follows:

Open Singles.

Kong Too Cheung v. Chiu Chun Chiu.

Open Doubles.

T. Honda and T. Akiyama v. J. S. McEachran and G. W. Sewell.

Handicap Singles "A."

D. S. Green (rec. 2/8) v. Dr. L. T. Ride (owe 1/8).

Handicap Singles "B."

A. White (owe 2/6) v. Dr. C. H. Burton (rec. 1/5).

R. P. Moodie (scr.) v. J. R. Hinton (rec. 2/8).

Handicap Doubles.

O. E. C. Marton and H. J. Armstrong (owe 1/5) v. Rev. Dean Swann and L. Forster (owe 3/6).

NAVAL MARATHON RACE.

THREE-MILE CONTEST.

The China Fleet Small Ships' Marathon Race, over a course of three miles, will be run on Friday, March 7, starting at 5.30 p.m. from the Royal Naval Canteen, Wanchai.

HOME FOOTBALL.

SCOTTISH LEAGUE MATCH.

[THROUGH REUTER'S AGENCY.]

LONDON, March 4.
Playing in Division I. of the Scottish League to-day, Queen's Park lost to the Rangers by one goal to three.

ARMY INTERNATIONAL SOCCER.

BRITISH ARMY BEATEN IN FRANCE.

[THROUGH REUTER'S AGENCY.]

PARIS, March 4.
In the second match of the Army International Triangular Football Tournament played to-day, the French Army beat the British Army by two goals to one.

This was the second defeat sustained by the British this year, the Belgians having won by four goals to two in the initial match played at Selhurst Park on February 8.

WOMEN CLERGYMEN IN NORWAY?

POSSIBLE EFFECTS OF NEW BILL.

Norway, with its martial traditions from the time of the Vikings, is well on the way to seeing a woman as Admiral of the Fleet and General in Command. The Liberal Government now in power is preparing a Bill giving women admission to all offices of State which have hitherto been reserved for men only. This implies that women, at least theoretically, may enter the Army and Navy, and that they may take clerical posts.

There is no immediate danger of women becoming naval officers, but it is quite possible that they may become candidates for clerical posts. Women may now take their theological degree, and as the Church in Norway is placed under the administration of the State all the positions are offices of State. The prospect has created general indignation, and the overwhelming majority of clergymen have protested against the prospect of having women colleagues. They base their objection on the traditions of the Church and the spirit of the Gospel, and they chiefly quote St. Paul: "Women should cover their heads in the congregation, and they should not speak."

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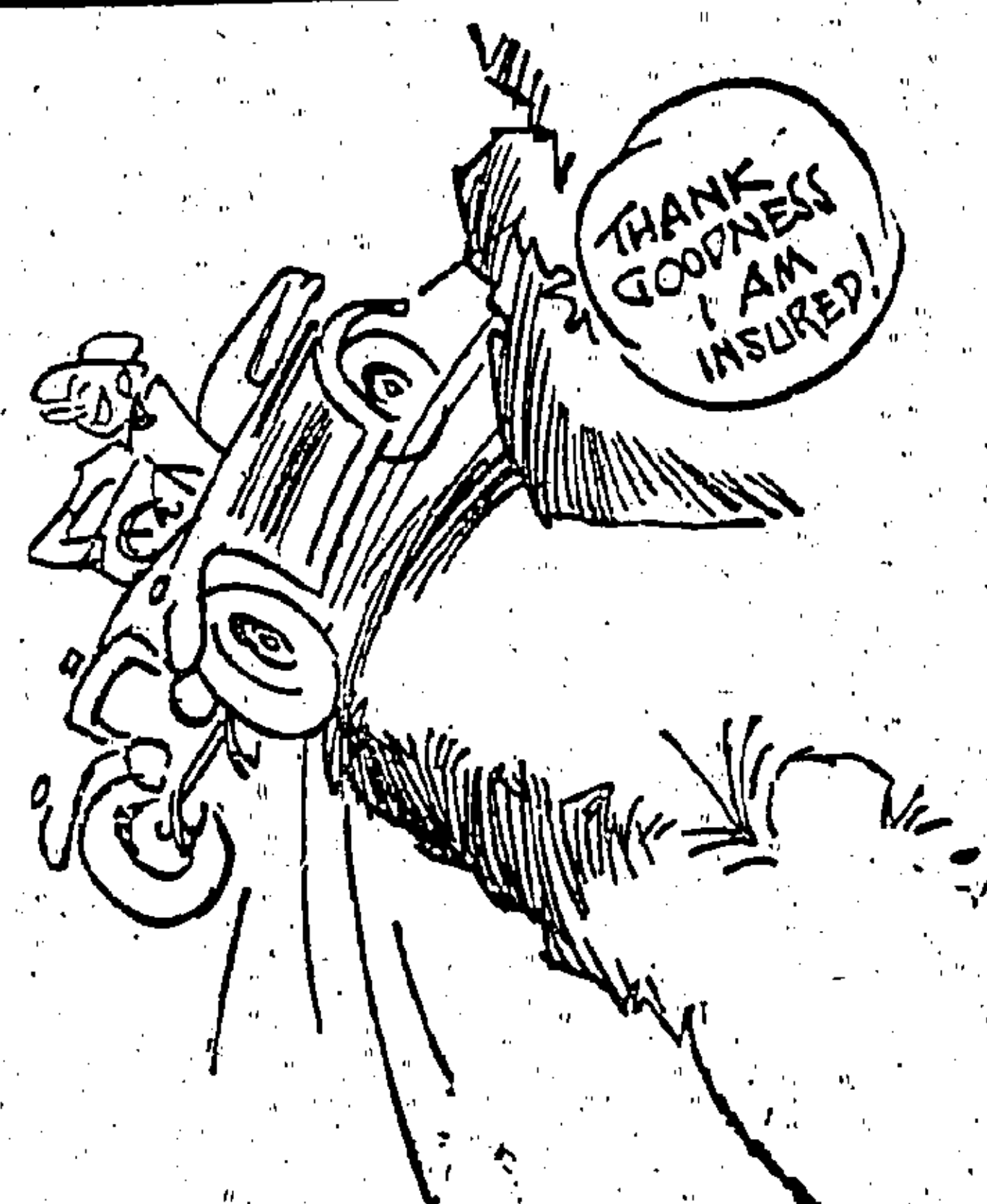
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THE ANNUAL

**FANCY DRESS
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On FRIDAY, MARCH 7,

From 8 P.M. till 1 A.M.

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TION OF CRUELTY TO ANIMALS.**

TICKETS \$7.50

From—Hon. Treasurer, c/o Percy Smith, Seth and Fleming,
Anderson's, Montrie's, Tsang Fook Piano Co. or from Members
of the Committee.

Money and Markets

ANOTHER OIL WAR STARTED?

SUSPICIONS AROUSED BY ONE CENT DROP.

[UNITED PRESS.]

New York, February 27.—Many observers to-day professed to see in the Standard Oil Co.'s reduction by one cent of the price of gasoline the beginning of the long-predicted war with Royal Dutch-Shell Oil, in spite of denials issued by the Standard Oil headquarters.

Officials of the Standard Oil Co. said that the reduction was necessary to meet competitive prices of the independent oil men in New York and vicinity.

Others contend that it was a move designed to offset the invasion of seaboard markets by the Eastern Petroleum Corporation, a Royal Dutch subsidiary.

In any case, shortly after the Standard Oil reduction by 16 1/2 cents, Warner Quinlan and Municipal further linked up by a 15 1/2-cent reduction.

Meanwhile John D. Rockefeller Jr. denied that his father had resumed his place at the helm to head the Standard Oil-Vacuum Oil merger.

Reports were also current to the effect that the Senate Lobby Committee had decided to investigate the spectacular independent interests, oil lobby which was recently conducted in Washington by Mr. Wirt Franklin to demand a high tariff on crude oil imports to protect domestic oil against incursions by Royal Dutch.

Los Angeles, February 27.—Until further notice, California production of crude oil will be reduced to 611 barrels a day beginning next Saturday, it was announced to-day.

This is being done under an operators' agreement which is aimed to bring about elimination of waste and equalization of production in accordance with the refiners' needs.

HONG KONG TELEPHONE CO., LTD.

EIGHT PER CENT DIVIDEND FOR THE YEAR.

The report of the Board of Directors of the Hong Kong Telephone Co., Limited, to be presented at the Fifth Ordinary Yearly Meeting of shareholders to be held in the board room of the company, second floor, Exchange Building, at 11 a.m. on Saturday, March 15, states:

The balance at credit of Profit and Loss Account for the year ended December 31, 1929 (including the sum of \$23,386.78 brought forward from the previous year) after charging \$195,831.00 for depreciation, amounted to \$331,537.02, which has been carried to Profit and Loss Appropriation Account. An interim dividend of 4 per cent, p.m. absorbing \$91,992.70 was paid on September 18, 1929, and this with the other appropriations shown in the Appropriation Account are recommended for your approval. Your Directors further recommend that the balance of \$142,627.97 then remaining at credit of Profit and Loss Appropriation Account be appropriated as follows:

Payment of final dividend of 4 per cent, making a total of 8 per cent, for the year \$91,992.70. Carry forward to next account, \$50,635.27. Total, \$142,627.97.

Directors. Under Article No. 105 of the Company's Articles of Association, the Hon. Dr. R. H. Rotewell, C.M.G., LL.D., and Mr. D. H. Blake retire by rotation, but, being eligible, offer themselves for re-election.

Auditors. The accounts for the year under review have been audited by Messrs. Lowe, Bingham and Matthews, who are eligible and offer themselves for re-election.

NEW YORK STOCK QUOTATIONS.

New York, Feb. 27
Market steady.
Business done, 3,310,110 shares.

Stock	Feb. 27	Feb. 26
Adams Express	23 3/4	23 3/4
Allied Chemical & Dye	25 1/2	25 1/2
American Can	141 1/2	141 1/2
American Rolling Mill	94 1/2	94 1/2
American Smelting	71 1/2	71 1/2
American Tel. & Tel.	23 1/2	23 1/2
American Tobacco "B"	105 1/2	105 1/2
American Waterworks	105 1/2	105 1/2
Anacosta Copper	73 1/2	73 1/2
Atlantic Refining	40 3/4	40 3/4
Baltimore & Ohio	110 1/2	110 1/2
Bethlehem Steel	90 1/2	90 1/2
Borg Warner	40 3/4	40 3/4
Calumet & Hecla	30 3/4	30 3/4
Canadian Pacific Railway	200 3/4	200 3/4
Chesapeake Corporation	73 1/2	73 1/2
Chicago Rock Island	121 1/2	121 1/2
Chrysler	39 3/4	39 3/4
Cities Service Common	32 1/2	32 1/2
Columbia Gas & Electric	91 1/2	91 1/2
Columbia Graphophone	28 1/2	28 1/2
Commercial Solvents	31 1/2	31 1/2
Commonwealth Southern	17 1/2	17 1/2
Commonwealth S. opt. war.	3 1/2	3 1/2
Consolidated Gas of N. Y.	20 1/2	20 1/2
Continental Oil	20 1/2	20 1/2
Corn Products	95 1/2	95 1/2
Coty, Incorporated	28 1/2	28 1/2
Curtis Wright, Common	10 1/2	10 1/2
Davison Chemical	37 1/2	37 1/2
De Post & Nemours	125 1/2	125 1/2
Eastman Kodak	217 1/2	217 1/2
Electric Bond & Share	98 1/2	98 1/2
Erie Railway	59 1/2	59 1/2
Fox Film "A"	34 3/4	34 3/4
General Electric	73 1/2	73 1/2
General Food	51 1/2	51 1/2
General Motors	31 1/2	31 1/2
General Railway Signal	93 1/2	93 1/2
Gold Dust	42 1/2	42 1/2
Goodrich Rubber	48 1/2	48 1/2
Goodyear Tire & Rubber	82 1/2	82 1/2
Granite	54 1/2	54 1/2
Great Northern Certificate	123 1/2	123 1/2
Grigsby Gravel	17 1/2	17 1/2
International Cement	57 1/2	57 1/2
International Combust. Eng.	7 1/2	7 1/2
International Harvester	42 1/2	42 1/2
Inter. Hydro-Electric "A"	43 1/2	43 1/2
International Paper	118 1/2	118 1/2
International Printers Ink	62 1/2	62 1/2
International Product Com.	64 1/2	64 1/2
International Tel. & Tel.	58 1/2	58 1/2
Johns Manville	147 1/2	147 1/2
Kennecott Copper	57 1/2	57 1/2
Lambert	21 1/2	21 1/2
Liggett & Myers "B"	100 1/2	100 1/2
Mac Trucks	81 1/2	81 1/2
Madison Square Garden	13 1/2	13 1/2
Missouri Pacific Common	91 1/2	91 1/2
Montgomery Ward	44 1/2	44 1/2
Norfolk Southern	27 1/2	27 1/2
Norfolk Southern Copper	121 1/2	121 1/2
New York Central	123 1/2	123 1/2
Northern Pacific Railway	93 1/2	93 1/2
Packaging Corporation	59 1/2	59 1/2
Packard Motor Car	39 1/2	39 1/2
Paramount Famous Lasky	97 1/2	97 1/2
Pennsylvania Railway	92 1/2	92 1/2
Pennsylvania Steel	15 1/2	15 1/2
Phillips Petroleum	92 1/2	92 1/2
Public Service of N. J.	96 1/2	96 1/2
Radio Corporation	47 1/2	47 1/2
Reynolds Tobacco "B"	54 1/2	54 1/2
Rockwell	89 1/2	89 1/2
Shell Union	51 1/2	51 1/2
Simmons Company	61 1/2	61 1/2
Southern California Edison	63 1/2	63 1/2
Southern Pacific Railway	124 1/2	124 1/2
Standard Brands	26 1/2	26 1/2
Standard Gas & Electric	118 1/2	118 1/2
Standard Oil of New Jersey	61 1/2	61 1/2
Standard Oil of New York	33 1/2	33 1/2
Texas Corporation	62 1/2	62 1/2
Texas Gulf Sulphur	62 1/2	62 1/2
Timken Roller Bearing	77 1/2	77 1/2
Trans America	45 1/2	45 1/2
Union Carbide Carbon	104 1/2	104 1/2
Union Pacific Railway	227 1/2	227 1/2
United Aircraft & Transport	60 1/2	60 1/2
United Dry Goods	8 1/2	8 1/2
U.S. Realty & Improvement	65 1/2	65 1/2
U.S. Steel	183 1/2	183 1/2
Yankee	183 1/2	183 1/2
Westinghouse	183 1/2	183 1/2
Wills Overland	92 1/2	92 1/2

ENTENTE CORDIALE IN COTTON.

PROPOSAL TO DIVIDE MARKETS AND AGREE ON SELLING PRICES.

Osaka, February 27.—The Osaka Mainichi says that Lancashire desires an "Anglo-Japanese cotton entente cordiale" in foreign markets.

Lancashire's desire, the paper states, was communicated some time ago to the leaders of the Japanese cotton industry by Mr. M. B. T. Paske-Smith, the British Consul at Osaka. The proposals are said to aim at the elimination of destructive competition by a division of markets, an agreement on selling prices, and dividing business by a classification of goods.

One of the leading Japanese cotton exporters, interviewed on the subject, said he was aware of the existence of such proposals, but owing to the death of Mr. Ichizo Kodama, the president of the Toyo Menkwa, followed by the general election, there had hardly been time for the leaders in the trade to discuss the question. They were, however, he said, interested in the proposals, and would be willing to listen to further details.

THIRTEEN OIL COMPANIES INDICTED.

ALLEGED CONSPIRACY TO RESTRAIN TRADE.

[UNITED PRESS.]

Brockton, Mass., February 25.—A County Grand Jury here to-day indicted 13 oil companies for alleged conspiracy to restrain trade. Those indicted included the Standard Oil Company, Cities Service, Tidewater Oil, Texas Corp., Shell Oil, Eastern Atlantic Refining and Mexican Petroleum.

DAILY SHARE QUOTATIONS.

HONG KONG STOCK EXCHANGE.

WEDNESDAY, MARCH 5.

Buyers	Sellers	Sales	Market	Sharebrokers' Association
Banks				
\$1,348	\$1,350	211 1/2	H.K. Banks	\$1,350
cu	m. div.	218 1/2	Do. (London)	219
		232	Chartered Banks	234
		218 1/2	Mercantile Bks. "A"	218
			Do. "C"	
\$98			Bank of East Asia	\$98
Insurance				
\$760			Canton Ins.	\$740
	\$1 1/2		Underwriters	\$1.50
T.160			North China	
\$393	\$392 1/2		Union Ins.	\$398
		M. \$80	Yangtze Ins.	
\$340			China Fire	\$240
\$98 1/2			H.K. Fire	\$98 1/2
Shipping				
	\$24		Donglases	
		\$23	Steamboats	
		\$43	Indos (pref.)	
		\$70	Do. (def.)	
		\$36	Shell Transports	\$37 1/2
\$26 1/2			Water-boats	\$27
Mining				
\$6 1/2			Benquets	
		50/-	Kailans	
		T13.60	Langkats (comb.)	
		T.7 1/2	Do. (single)	
		T1.30	Explorations	
		T.5	Shanghai Loans	
\$16			Raubs	\$16 1/2
		21/-	Tronoh Mines	19/3
Docks, Wharves, Godowns, etc.				
\$151	\$152		H.K. & C. Wharfs	\$152 1/2
\$5.30	\$5 1/2		Prividents	\$5.45
\$32			H.K. Docks	\$30 1/2
T.125			Shanghai Docks	T.120
T.7.50			New Engineerings	T.7 1/2
T.200			Hongkows	
Cotton Mills				
		T.16	Shaw	T.15 1/2
T.83			Evel Ctons (old)	
		T.22	Do. (new)	
		T.10	Zoong Sings	
Lands, Hotels and Buildings				
\$13.10	\$13		H.K. & S. Hotels	\$13
\$64			H.K. Lands	\$64
T.230			Shanghai Lands	
	\$8.30		H.K. Realty	\$8 1/2
\$14			Humphreys	\$14
	\$98		Chinese Estates	
Public Utilities				
\$19.90			Tramways	\$20
		\$1 1/2	Park Trans (old)	\$11
		\$6.05	Dr. (new)	\$5 1/2
	\$67 1/2		Star Ferries	\$66
\$19.3			C. Lights (old)	\$19.35
		\$15	Do. (new)	\$15
			Do. (comb.)	\$23
	\$59 1/2		H.K. Electric	
			Macao "do.	
			Sandakan "do.	
\$44			Telephone	\$6.70
\$10			China Buses	
T.17.90			Tractions	
16/3	10/-		Do. (pref.)	
Industrials				
		T.10	Caldbeck, (ord.)	
		T.10	Macgregor (pref.)	
		\$2 1/2	Canton	
\$16.16	\$15.20		Cements (comb.)	\$15.10
		\$10.8 1/2	Do. (old)	
		\$4	Do. (new)	
\$7.85			Bopes	
			China Sugars	
\$0.75		\$27	Malabon Sugars	
\$5			United Asbestos	\$29
Miscellaneous				
\$0.80		\$22.30	Dairy Farms	\$22 1/2
\$28			Der A. Wings	
		\$1.30	Amusements	\$28 1/2
			Constructions	\$1.20
\$2 1/2			Lane Crawford	
\$18			Mackintosh	\$3
			Nanyang Tobacco	
		\$12	Sinceres (old)	\$4
			Do. (new)	
\$11 1/2			Watsons	\$10.40
			Wm. Powella	\$9.99
\$2 1/2			B. Ind. G. Bonds	\$2 1/2
60/-			H.K. Govt. Loan	\$6 1/2
6 1/2	prem.			\$105 1/2

To Los Angeles (Southern California)

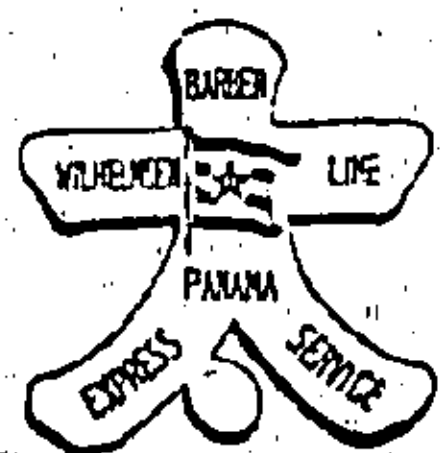
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SAILINGS TO EUROPE.

VESSEL	DESTINATION	LEAVING HONG KONG.
M.V. "VOGTLAND" (1)	Genoa, Barcelona, Rotterdam & Hamburg	16 Mar.
M.V. "RAMSES" (1)	Genoa, Rotterdam & Hamburg	26 Mar.
M.V. "DUISBURG" (1)	Genoa, Rotterdam & Hamburg	8 Apr.
M.V. "SAUERLAND" (1)	Genoa, Dunkirk, Rotterdam & Hamburg	19 Apr.

Other Ports of Call if Inducement offers.

ARRIVALS FROM EUROPE.

VESSEL	FROM	ARRIVING HONG KONG.
M.V. "SAUERLAND" (1)	Genoa, Rotterdam & Hamburg	14 March
M.V. "KUMMERLAND" (1)	Genoa, Rotterdam & Hamburg	30 March
M.V. "SAUERLAND" (1)	Genoa, Rotterdam & Hamburg	18 April
M.V. "AMMON" (2)	Genoa, Rotterdam & Hamburg	29 April
M.V. "OLDENBURG" (1)	Genoa, Rotterdam & Hamburg	13 May

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WHEAT SENSATION IN CHICAGO.

SUDDEN SLUMP IN GRAIN MARKET FOLLOWED BY RECOVERY.

(UNITED PRESS.)

Chicago, Feb. 25.—Bodiam gripped the nation's largest grain market here to-day as the price of wheat crashed to less than a dollar gold a bushel.

During the last 15 minutes of trading, prices jumped spectacularly, and the close found futures quoted fractionally above yesterday's prices.

It was estimated that between 150,000,000 and 300,000,000 bushels changed hands during the course of the day's trading.

The price tumble during the last few months is estimated to have lowered the value of grain throughout the world by \$82,400,000,000.

Washington, February 25.—Mr. Alexander Legge, chairman of the Federal Farm Board, to-day appealed to conservative business interests to support the Administration's emergency measures designed to aid the depression in the wheat market.

Following a conference with President Hoover, Mr. Legge indicated that the President approved of his announcement.

Mr. Legge compared the measure under way to help agriculture with the stupendous cost which would come if commodities from agricultural sections passed through a crisis similar to that of the recent stock market crash.

Help for the Farmers.

Washington, February 25.—Asked this afternoon to define the emergency measures which the Federal Farm Board proposed to take to relieve wheat farmers who had been hit by low prices Mr. Alexander Legge, chairman of the board, said that the board was making available unlimited terms to the Farmers' National Grain Corporation for purchase of wheat.

The grain will be held until prices again reach a "reasonable level." Similar activities have been undertaken in connection with cotton.

Washington, February 25.—A conference took place to-day between President Hoover and Mr. Arthur M. Hyde, Secretary of Agriculture.

It was subsequently disclosed that the Federal Farm Board has set aside \$910,000,000 with which its agencies are buying wheat heavily.

Mr. Hyde said that he believes this action "has averted incipient panic in the grain market" and was also responsible for the rise in Chicago grain prices to-day.

COLOUR QUESTION IN CALIFORNIA.

AMERICAN GIRL PREVENTED FROM MARRYING A FILIPINO.

(UNITED PRESS.)

Los Angeles, Feb. 25.—Superior Judge J. A. Smith to-day issued a writ prohibiting the Los Angeles County Clerk from granting a marriage license to Miss Ruby Robinson and Tony Moreno, Miss Robinson being a native white American and Mr. Moreno a Filipino.

Judge Smith gave as his grounds the provisions of a California State law prohibiting marriage of whites with Mongolians.

"I hold," said he, "that there are only three main races of people—the white, yellow and black. It is my opinion that the Filipinos are of the yellow or Mongolian race."

Previously it has been considered that the Filipinos were Malay, and this was confirmed as placing them in the white category. Miss Robinson's mother recently obtained a temporary restraining order to prevent her daughter's marriage, declaring that latest scientific research links the Filipinos with the Chinese in origin.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

RUGBY, March 4.	
Paris	124.24
New York	4.86 1/32
Brussels	34.89
Geneva	25.165
Amsterdam	12.121
Milan	92.78
Berlin	20.265
Stockholm	18.105
Copenhagen	18.165
Oslo	18.17
Vienna	34.615
Prague	164
Helsingfors	162
Madrid	21.45
Lisbon	108.25
Athens	87
Bucharest	818
Buenos Aires	5 9/16
Rio	421
Bombay	1/5 27/32
Shanghai	1/104
Hong Kong	1/51
Yokohama	2/0 11/32
Silver (spot)	181
Silver (forward)	181

DAYLIGHT ROBBERY IN SHANGHAI.

DARING HOLD-UP BY ARMED MEN.

A bold hold-up by armed men in Shanghai last week resulted in loss of \$20,000 which was being taken out of the Day and Night Bank to be transferred to the Lien Yih Bank in Szechuen Road. The police were given the alarm just too late, and the men escaped. One bank employee was wounded.

The Day and Night Bank is situated in Avenue Edward VII, on the French side. It is the custom to transfer sums of money every morning, by motor-car, to the Lien Yih Bank. That morning four coolies were transferring the box containing \$20,000 in bank-notes to the car, when, just by the gates of the bank, three men approached them and asked them to hand over the money.

The coolies refused to do this, says the N.C. Daily News, and one of the robbers promptly produced a pistol and shot one of the coolies, the bullet fortunately only passing through the lobe of the ear. This shot was sufficient, however, for the coolies promptly handed over the money, and the men proceeded to make their escape.

An alarm was raised by the chauffeur of the car, waiting in the roadway outside, as soon as he heard the pistol shot. He reached the nearest police constable too late, however, and the gang disappeared down an alleyway off Boulevard de Montigny, opposite the Great World.

SHANGHAI DIVORCE.

JUDGE ON NECESSITY OF OBEYING THE RULES.

An action for divorce was brought before Judge G. W. King in H. M. Supreme Court Shanghai last week, says the N.C. Daily News, by Mr. H. C. Brown against his wife, Mrs. C. J. Brown, on the ground of adultery with an unknown co-respondent.

Mr. E. T. Maitland appeared for petitioner and respondent was not represented by counsel.

The Judge pointed out that, under rules 8 and 9 of the local procedure, which are based on the home rules, certain formalities had to be executed and these had not been complied with. A divorce could not be rushed, and the case could not continue until they had been.

Mr. Maitland then applied for a fortnight's adjournment, and Judge King observed that counsel would have to give the Court satisfactory proof that all reasonable efforts had been made to identify the co-respondent.

Counsel replied that he could get proof that all efforts had been made but the co-respondent's name was unknown; they knew his nationality, however.

The Judge then said that the rules had not been complied with, and he ordered an adjournment for a fortnight.

DR. VORONOFF AT PENANG.

NOTED SURGEON ON CENTENARIANS.

Penang, February 24.—Doctor Serge Voronoff, world famous exponent of the theory of rejuvenation of the human and animal kingdom, arrived at Penang yesterday from Rangoon.

Dr. Voronoff had been in India nearly four months, lecturing and demonstrating. He gave a demonstration to 300 doctors at Bombay at which a barrister expressed a willingness to be the subject of an operation, so they not only saw his film and heard him lecture, but they also saw an actual operation being done.

From Penang Dr. Voronoff starts by motor-car for Singapore this morning on his way to Indo-China and the neighbouring countries. He hopes to stay in Singapore nearly six weeks lecturing. His tour is being undertaken at the request of the French Government.

After visiting Indo-China Dr. Voronoff will return to Singapore and then go to Japan and later to America, where he begins a lecturing tour in July. He is accompanied by his personal staff and goes about in a magnificent Rolls-Royce car.

Interviewed here, Dr. Voronoff said that every man who died before 100 or 105 is killed through pleurisy or pneumonia or some other disease. A man can live until he is 125. There is one now in Scotland. Every man should be able to prolong his life for the full span in future.

His grafting was not for the rejuvenation of life but for its prolongation, he said. Only antipodes were used as they are nearest to human beings. Adults between ten and twelve years of age were best for the experiment. At present these had to be sent out from Africa.—Straits Times.

ABSENT COMPLAINANTS.

SAND CARRIERS AND THEIR WAGES.

Mr. Tsai Ying Po, manager of the Castle Peak Ceramic Company was summoned before Mr. T. S. Whyte-Smith at Kowloon Magistrate yesterday at the instance of eleven sand carriers who claimed wages due, amounting to some \$200.

Mr. F. X. D'Almada, Jnr., appeared for the defendant, but only the wife of one of the complainants appeared in Court.

The Magistrate remarked that owing to the non-appearance of the complainants he would have to dismiss the summons.

Mr. D'Almada remarked that as a matter of fact, his client did not owe the money to the complainants at all. He did not engage them to do the work in question, but had been authorized by a contracting firm to collect certain monies on their behalf in payment of a debt. The latter firm owed the defendants money and they were under the impression that this money was due to them.

The Magistrate in dismissing the summons intimated that it was more of a matter for a civil action than police proceedings.

CHILD'S TRAGIC DEATH.

An inquest was held in Shanghai last week, on the body of Michael Richards, two-and-a-half years old, who died at the Country Hospital, of ammonia poisoning. The only evidence given, says the N.C. Daily News, was that of the father, Mr. Arthur P. Richards, of the Asiatic Petroleum Co. Mr. Richards said that he was sitting in the drawing-room of his house in Avenue Joffre, when he heard the child cry out, and at the same time Mrs. Richards called to him to fetch a doctor, as the child had swallowed some ammonia.

Mr. Richards tried to get Dr. Parsons on the telephone, but, not succeeding, ran to the doctor's house, which was close by. Dr. Parsons was out, but was found at another house by telephone, and gave instructions that the child should be given antidotes of vinegar and olive oil, and removed to the Country Hospital. Mr. Richards then returned home and saw that the antidotes were given, after which the child was rushed to the Country Hospital, where he was further treated by Dr. Raanson and Dr. Bryson, unhappily without avail. The inquest was then adjourned.

PASSENGERS.

Arrivals.

The following passengers arrived here from the United Kingdom via ports by the a.s. Sapperton on March 5:—Miss M. Bangay, Mr. S. Bourne, Miss I. S. Boyd, Miss J. C. Buchanan, Mr. C. C. Black, Mr. J. M. C. Basso, Dr. R. A. C. Basso, Mr. O. C. Campbell, Mrs. Campbell, Mrs. G. Davies, Master C. Davies, Miss N. Fletcher, Miss V. D. Grove, Miss H. Gaudissant, Mr. and Mrs. P. S. Grant, Miss E. H. Grant, Mrs. E. Grimbly, Mr. T. Low, Mr. and Mrs. W. A. Novers, Master J. R. Novers, Miss E. J. Novers, Mr. and Mrs. J. J. Peterson, Miss E. J. Peterson, Miss D. J. Purves, Mrs. P. E. Purves, Mrs. E. Purves, Miss A. B. Stewart, Mrs. Stewart and child, Mr. Tan Siu Kwang, Dr. E. C. Waterhouse, and Mr. W. Hyde.

The following passengers arrived here yesterday by the a.s. Haiching from Swatow:—Mrs. Wood, Mrs. Fisher and child, Mr. Patien, and Dr. Wight.

VEREENIGDE NEDERLANDS- CHE SCHEEPVAART- MAATSCHAPPIJ.

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

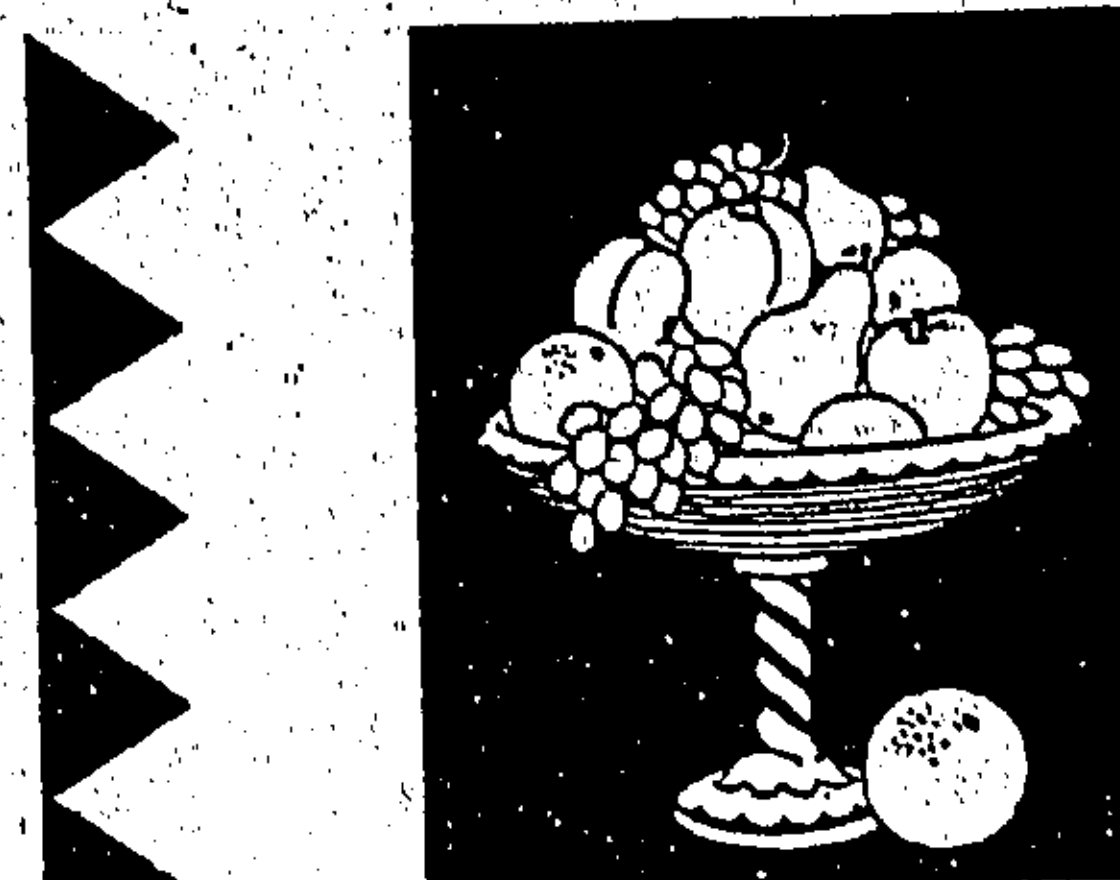
FROM AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN, GENOA AND ANTWERP.

THE Steamship "GEMMA"

having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns, where they will be examined on the 10th March, 1930, at 10 a.m., by Messrs. Goddard and Douglas, Hong Kong. Claims against the Steamer must be presented in writing, within Ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Undersigned in any case whatever. Bills of Lading will be countersigned by J.A.V.A.-CHINA-JAPAN LIJN General Agents.

Hong Kong, 4th Mar., 1930. (1122)



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Feed head lettuce. Celery Louis.

Fresh Asparagus. Hot-house.

Tomatoes. California Oranges and

Grapefruit. Washington Apples...

These are specialties on the

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why the experienced traveler

prefers this American Service.

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THE TROPICAL GARDEN OF EDEN.

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MANILA—CELEBES—BALI—JAVA.

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For £46. 17/6.

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REGULAR PASSENGER & CARGO SERVICE BETWEEN HONG KONG, AMOY, SHANGHAI, MANILA AND THE DUTCH EAST INDIES.

SOUTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISAROE	Amoy	9th Mar.	11th Mar., Noon	BATAVIA
TJISONDARI	S'hai & Amoy	18th Mar.	18th Mar., Noon	MANILA, M'ALAB & SOERABAYA
TJILEBOET	K'lung & Amoy	23rd Mar.	25th Mar., Noon	BATAVIA

NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISONDARI	BATAVIA	In Port	6th Mar.	Amoy & S'hai
TJILEBOET	JAVA, MAXASSAR, BATAVIA	15th Mar.	17th Mar.	Swatow & Amoy
TJIKARANG	BATAVIA	19th Mar.	20th Mar.	Amoy & S'hai

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ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Fillmore, Dollar, Mar. 9.
Pres. Wilson, Dollar, Mar. 23.
Pres. Van Buren, Dollar, Apr. 6.

AMOEY

Nanning, B. & S., Mar. 6.
Tjondari, J.C.J.L., Mar. 6.
Haiching, Douglas, Mar. 7.
Anhui, B. & S., Mar. 10.
Haiyang, Douglas, Mar. 11.
Tajuan, B. & S., Mar. 12.
Haining, Douglas, Mar. 14.
Tjikeboet, J.C.J.L., Mar. 17.
Tjikeboet, J.C.J.L., Mar. 20.
Tajuan, B. & S., Mar. 21.
Hosang, Jardine's, Mar. 26.
Shirala, B.I., Mar. 31.
Kumsang, Jardine's, Apr. 2.

ANTWERP

Haruna Maru, N.Y.K., Mar. 8.
Benares, Gilman's, Mar. 11.
Asia, Manners, Mar. 19.
Kamo Maru, N.Y.K., Mar. 29.
Menelaus, B.F., Apr. 1.

AUSTRALIAN PORTS

Taiyang, B. & S., Mar. 18.
St. Albans, E. & A., Apr. 4.

BALIC PORTS

Asia, Manners, Mar. 18.

BALTIMORE

Clydebank, Bank, Mar. 10.

BANGKOK

Hirundo, Thoresen, Mar. 9.
Kwangchow, B. & S., Mar. 9.
Van Heutz, J.C.J.L., Mar. 13.
Hiram, Thoresen, Mar. 16.
Kalgan, B. & S., Mar. 18.
Hellas, Thoresen, Mar. 23.
Helios, Thoresen, Mar. 30.

BELAWAN DELI

Fulda, Melchers, Mar. 7.
Van Heutz, J.C.J.L., Mar. 13.
Pleasantville, Thoresen, Mar. 18.

BOMBAY

Sado Maru, N.Y.K., Mar. 11.
Alipore, P. & O., Mar. 18.
Rawalpindi, P. & O., Mar. 29.

BOSTON

Pres. Fillmore, Dollar, Mar. 9.
Clydebank, Bank, Mar. 10.
British Prince, Furness, Mar. 13.
Taketoyo Maru, N.Y.K., Mar. 14.
Mayebashi Maru, N.Y.K., Mar. 19.
Pres. Wilson, Dollar, Mar. 23.
Japanese Prince, Furness, Mar. 27.
Pres. Van Buren, Dollar, Apr. 6.

BREMEN

Fulda, Melchers, Mar. 7.
Goslar, Melchers, Mar. 16.
Asia, Manners, Mar. 19.
Frankfurt, Melchers, Mar. 23.
Trier, Melchers, Apr. 5.

BRINDISI

Esquillo, D'well's, Mar. 7.
Col. di Lana, D'well's, Mar. 20.
Romolo, Dodwell's, Apr. 10.

CALCUTTA

Hakodate Maru, N.Y.K., Mar. 8.
Fenang Maru, N.Y.K., Mar. 8.
Suisang, Jardine's, Mar. 14.
Tilawa, B.I., Mar. 17.
Yuensang, Jardine's, Mar. 27.
Takada, B.I., Mar. 28.
Talamba, B.I., Mar. 30.

CEBU

Bellingham, S.S.S., Mar. 20.
Novada, S.S.S., Mar. 22.
Golden Sun, S.S.S., Mar. 27.

CHERPOO

Kueichow, B. & S., Mar. 7.
Ningpo, B. & S., Mar. 12.
Huichow, B. & S., Mar. 14.

COLOMBO

Fulda, Melchers, Mar. 7.
Haruna Maru, N.Y.K., Mar. 8.
Kashmir, P. & O., Mar. 8.
Pres. Fillmore, Dollar, Mar. 9.
Lyons Maru, N.Y.K., Mar. 10.
Porthos, M.M., Mar. 11.
Sado Maru, N.Y.K., Mar. 11.
Vogtland, Jensen, Mar. 14.
Kalyan, P. & O., Mar. 15.
Goslar, Melchers, Mar. 16.
Glenapp, Jardine's, Mar. 17.
Aeneas, B.F., Mar. 18.
Alipore, P. & O., Mar. 19.
Col. di Lana, D'well's, Mar. 20.
Kamo Maru, N.Y.K., Mar. 22.
Frankfurt, Melchers, Mar. 23.
Pres. Wilson, Dollar, Mar. 23.
Chenoneaux, M.M., Mar. 25.
Ramses, Jensen, Mar. 25.
Kali, D'well's, Mar. 26.
Rawalpindi, P. & O., Mar. 29.
Nanning, Melchers, Apr. 5.
Pres. Van Buren, Dollar, Apr. 6.
Romolo, Dodwell's, Apr. 10.

COPENHAGEN

Asia, Manners, Mar. 19.

DALNY

Nanning, Gilman's, Mar. 7.
Sarpedon, B.F., Mar. 7.
Liangchow, B. & S., Mar. 9.
Ningpo, B. & S., Mar. 12.

DUTCH PORTS

Haruna Maru, N.Y.K., Mar. 8.
Benares, Gilman's, Mar. 11.
Goslar, Melchers, Mar. 16.
Vogtland, Jensen, Mar. 16.
Glenapp, Jardine's, Mar. 17.
Aeneas, B.F., Mar. 18.
Col. di Lana, D'well's, Mar. 20.
Kamo Maru, N.Y.K., Mar. 22.
Frankfurt, Melchers, Mar. 23.
Pres. Wilson, Dollar, Mar. 23.
Chenoneaux, M.M., Mar. 25.
Ramses, Jensen, Mar. 25.
Kali, D'well's, Mar. 26.
Rawalpindi, P. & O., Mar. 29.
Nanning, Melchers, Apr. 5.
Pres. Van Buren, Dollar, Apr. 6.
Romolo, Dodwell's, Apr. 10.

FOOCHOW

Haiching, Douglas, Mar. 7.
Haiyang, Douglas, Mar. 11.
Chipshing, Jardine's, Mar. 12.
Haining, Douglas, Mar. 14.
Huichow, B. & S., Mar. 14.

FOOTCHOW

Haiching, Douglas, Mar. 7.
Haiyang, Douglas, Mar. 11.
Chipshing, Jardine's, Mar. 12.
Haining, Douglas, Mar. 14.
Huichow, B. & S., Mar. 14.

FOOTCHOW

Haiching, Douglas, Mar. 7.
Haiyang, Douglas, Mar. 11.
Chipshing, Jardine's, Mar. 12.
Haining, Douglas, Mar. 14.
Huichow, B. & S., Mar. 14.

FOOTCHOW

Haiching, Douglas, Mar. 7.
Haiyang, Douglas, Mar. 11.
Chipshing, Jardine's, Mar. 12.
Haining, Douglas, Mar. 14.
Huichow, B. & S., Mar. 14.

FOOTCHOW

Haiching, Douglas, Mar. 7.
Haiyang, Douglas, Mar. 11.
Chipshing, Jardine's, Mar. 12.
Haining, Douglas, Mar. 14.
Huichow, B. & S., Mar. 14.

GENOA

Esquillo, D'well's, Mar. 7.
Fulda, Melchers, Mar. 7.
Pres. Fillmore, Dollar, Mar. 9.
Vogtland, Jensen, Mar. 16.
Keemun, B.F., Mar. 20.
Lyons Maru, N.Y.K., Mar. 20.
Pres. Wilson, Dollar, Mar. 23.
Ramses, Jensen, Mar. 25.
Nanning, Gilman's, Apr. 6.
Pres. Van Buren, Dollar, Apr. 6.

GLASGOW

Aeneas, B.F., Mar. 18.
Keemun, B.F., Mar. 20.

GOTHENBURG

Benares, Gilman's, Mar. 11.
Asia, Manners, Mar. 19.
Nanning, Gilman's, Apr. 6.

HAIPHONG AND HOIHOW

Chengtu, B. & S., Mar. 13.
Chusan, B. & S., Mar. 27.

HAMBURG

Fulda, Melchers, Mar. 7.
City of Hereford, Bank, Mar. 9.
Benares, Gilman's, Mar. 11.
Goslar, Melchers, Mar. 16.
Vogtland, Jensen, Mar. 16.
Glenapp, Jardine's, Mar. 17.
Asia, Manners, Mar. 19.
Frankfurt, Melchers, Mar. 23.
Ramses, Jensen, Mar. 25.
Menelaus, B.F., Apr. 1.
Trier, Melchers, Apr. 5.
Nanning, Gilman's, Apr. 6.

HAVRE

Goslar, Melchers, Mar. 16.
Keemun, B.F., Mar. 20.

HONOLULU

Taiyo Maru, N.Y.K., Mar. 9.
Tenyo Maru, N.Y.K., Apr. 2.
Ginjo Maru, N.Y.K., Apr. 5.

ILOILO

Dellingham, S.S.S., Mar. 20.
Nevada, S.S.S., Mar. 22.
Golden Sun, S.S.S., Mar. 27.

JAPAN PORTS

Takada, B.I., Mar. 5.
Proteslaus, B.F., Mar. 6.
Glenlue, Jardine's, Mar. 7.
Nanning, Gilman's, Mar. 7.
Rangoon Maru, N.Y.K., Mar. 9.
Taiyo Maru, N.Y.K., Mar. 9.
Tokio Maru, N.Y.K., Mar. 10.
Pres. Pierce, Dollar, Mar. 11.
St. Albans, E. & A., Mar. 11.
Yokohama Maru, N.Y.K., Mar. 11.
Africa, Manners, Mar. 12.
Aches II, M.M., Mar. 12.
Matsuyama Maru, N.Y.K., Mar. 12.
Calchias, B.F., Mar. 14.
Carnarvonshire, Jardine's, Mar. 14.
Sauerland, Jensen, Mar. 14.
Kashima Maru, N.Y.K., Mar. 17.
Pres. Jackson, A.M.L., Mar. 18.
Emp. of Canada, C.P.S., Mar. 19.
Fiume, D'well's, Mar. 19.
Nagapore, P. & O., Mar. 19.
Ajax, B.F., Mar. 21.
Tajuan, B.I., Mar. 21.
Lahn, Melchers, Mar. 22.
Mirzapore, P. & O., Mar. 23.
Formosa, Gilman's, Mar. 24.
Pres. Taft, Dollar, Mar. 25.
D'Artagnan, M.M., Mar. 26.
Hosang, Jardine's, Mar. 26.
Delhi, Gilman's, Mar. 27.
Glenbe, Jardine's, Mar. 28.
Rajputana, P. & O., Mar. 28.
Tathibius, B.F., Mar. 29.
Kulmerland, Jensen, Mar. 30.
Shirala, B.I., Mar. 31.
Pres. McKinley, A.M.L., Apr. 1.
Kumsang, Jardine's, Apr. 2.
Tenyo Maru, N.Y.K., Apr. 2.
Venezia, Dodwell's, Apr. 2.
Malaya, Manners, Apr. 3.
Mishima Maru, N.Y.K., Apr. 4.
Ginjo Maru, N.Y.K., Apr. 5.

KAWAUCHI

Taketo Maru, N.Y.K., Mar. 14.
Mayebashi Maru, N.Y.K., Mar. 19.
Ginjo Maru, N.Y.K., Apr. 5.

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Ginjo Maru, N.Y.K., Apr. 5.

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Taketo Maru, N.Y.K., Mar. 14.
Mayebashi Maru, N.Y.K., Mar. 19.
Ginjo Maru, N.Y.K., Apr. 5.

KAWAUCHI

Taketo Maru, N.Y.K., Mar. 14.
Mayebashi Maru, N.Y.K., Mar. 19.
Ginjo Maru, N.Y.K., Apr. 5.

LARSSELLES

Franken, Melchers, Mar. 5.
Haruna Maru, N.Y.K., Mar. 8.
Kashmir, P. & O., Mar. 8.
Pres. Fillmore, Dollar, Mar. 9.
Porthos, M.M., Mar. 11.
Kalyan, P. & O., Mar. 15.
Goslar, Melchers, Mar. 16.
Aeneas, B.F., Mar. 18.
Lyons Maru, N.Y.K., Mar. 20.
Kamo Maru, N.Y.K., Mar. 23.
Pres. Wilson, Dollar, Mar. 23.
Chenoneaux, M.M., Mar. 25.
Rawalpindi, P. & O., Mar. 29.
Menelaus, B.F., Apr. 1.
Pres. Van Buren, Dollar, Apr. 6.

NAPLES

Haruna Maru, N.Y.K., Mar. 8.
Pres. Fillmore, Dollar, Mar. 9.
Kamo Maru, N.Y.K., Mar. 23.
Pres. Wilson, Dollar, Mar. 23.
Pres. Van Buren, Dollar, Apr. 6.

NEW YORK, BOSTON, etc.

Pres. Fillmore, Dollar, Mar. 9.
Clydebank, Bank, Mar. 10.
British Prince, Furness, Mar. 13.
Taketoyo Maru, N.Y.K., Mar. 14.
Mayebashi Maru, N.Y.K., Mar. 19.
Pres. Wilson, Dollar, Mar. 23.
Japanese Prince, Furness, Mar. 27.
Pres. Van Buren, Dollar, Apr. 6.

NEWORWANG

Liangchow, B. & S., Mar. 9.
Ningpo, B. & S., Mar. 12.

NORTH CHINA

Nanning, Gilman's, Mar. 7.
Sarpedon, B.F., Mar. 8.
Sauerland, Jensen, Mar. 14.
Trier, Melchers, Mar. 14.
Lahn, Melchers, Mar. 22.
Formosa, Gilman's, Mar. 24.
Kulmerland, Jensen, Mar. 30.

OSLO

Benares, Gilman's, Mar. 11.
Asia, Manners, Mar. 19.
Nanning, Gilman's, Apr. 6.

PANAMA

Taketoyo Maru, N.Y.K., Mar. 14.
Mayebashi Maru, N.Y.K., Mar. 19.
Ginjo Maru, N.Y.K., Apr. 5.

PENANG

Hakodate Maru, N.Y.K., Mar. 8.
Haruna Maru, N.Y.K., Mar. 8.
Kashmir, P. & O., Mar. 8.
Penang Maru, N.Y.K., Mar. 8.
Sado Maru, N.Y.K., Mar. 11.
Van Heutz, J.C.J.L., Mar. 13.
Suisang, Jardine's, Mar. 14.
Kalyan, P. & O., Mar. 15.
Tilawa, B.I., Mar. 17.
Alipore, P. & O., Mar. 19.
Kamo Maru, N.Y.K., Mar. 22.
Pres. Wilson, Dollar, Mar. 23.
Yuensang, Jardine's, Mar. 27.
Takada, B.I., Mar. 28.
Rawalpindi, P. & O., Mar. 29.
Talamba, B.I., Mar. 30.
Pres. Van Buren, Dollar, Apr. 6.

PORTLAND

California, S.S.S., Mar. 8.
Suevior, Bank, Mar. 9.
Bronville, Thoresen, Mar. 20.
Kentucky, S.S.S., Mar. 22.

RANGOON

Hakodate Maru, N.Y.K., Mar. 8.
Penang Maru, N.Y.K., Mar. 8.

SAIGON

City of Khios, Bank, Mar. 6.
Ichang, B. & S., Mar. 7.
Porthos, M.M., Mar. 11.
Chenoneaux, M.M., Mar. 25.

SANDAKAN

Mausang, Jardine's, Mar. 17.
Huisang, Jardine's, Mar. 29.
St. Albans, E. & A., Apr. 4.

SAN FRANCISCO

Taiyo Maru, N.Y.K., Mar. 9.
Tokio Maru, N.Y.K., Mar. 10.
Pres. Pierce, Dollar, Mar. 11.
Pres. Jackson, A.M.L., Mar. 18.
Bronville, Thoresen, Mar. 20.
Kentucky, S.S.S., Mar. 22.
Pres. Taft, Dollar, Mar. 25.
Tenyo Maru, N.Y.K., Apr. 2.

SCANDINAVIAN PORTS

Benares, Gilman's, Mar. 11.
Asia, Manners, Mar. 19.
Nanning, Gilman's, Apr. 6.
Romolo, Dodwell's, Apr. 10.

SEATTLE

Proteslaus, B.F., Mar. 6.
Suevior, Bank, Mar. 9.
Yokohama Maru, N.Y.K., Mar. 11.
Pres. Jackson, A.M.L., Mar. 18.
Bronville, Thoresen, Mar. 20.
Tathibius, B.F., Mar. 29.
Pres. McKinley, A.M.L., Apr. 1.
Mishima Maru, N.Y.K., Apr. 4.

SHANGHAI

Nanning, B. & S., Mar. 6.
Tjondari, J.C.J.L., Mar. 6.
Glenlue, Jardine's, Mar. 7.
Nanning, Gilman's, Mar. 7.
Sarpedon, B.F., Mar. 7.
Chusan, B. & S., Mar. 8.
Yuensang, Jardine's, Mar. 8.
Kwangchow, B. & S., Mar. 9.
Rangoon Maru, N.Y.K., Mar. 9.
Sinking, B. & S., Mar. 9.
Taketoyo Maru, N.Y.K., Mar. 14.
Mayebashi Maru, N.Y.K., Mar. 19.
Ginjo Maru, N.Y.K., Apr. 5.

SHANGHAI

Nanning, B. & S., Mar. 6.
Tjondari, J.C.J.L., Mar. 6.
Glenlue, Jardine's, Mar. 7.
Nanning, Gilman's, Mar. 7.
Sarpedon, B.F., Mar. 7.
Chusan, B. & S., Mar. 8.
Yuensang, Jardine's, Mar. 8.
Kwangchow, B. & S., Mar. 9.
Rangoon Maru, N.Y.K., Mar. 9.
Sinking, B. & S., Mar. 9.
Taketoyo Maru, N.Y.K., Mar. 14.
Mayebashi Maru, N.Y.K., Mar. 19.
Ginjo Maru, N.Y.K., Apr. 5.

SHANGHAI

Nanning, B. & S., Mar. 6.
Tjondari, J.C.J.L., Mar. 6.
Glenlue, Jardine's, Mar. 7.
Nanning, Gilman's, Mar. 7.
Sarpedon, B.F., Mar. 7.
Chusan, B. & S., Mar. 8.
Yuensang, Jardine's, Mar. 8.
Kwangchow, B. & S., Mar. 9.
Rangoon Maru, N.Y.K., Mar. 9.
Sinking, B. & S., Mar. 9.
Taketoyo Maru, N.Y.K., Mar. 14.
Mayebashi Maru, N.Y.K., Mar. 19.
Ginjo Maru, N.Y.K., Apr. 5.

SHANGHAI

Nanning, B. & S., Mar. 6.
Tjondari, J.C.J.L., Mar. 6.
Glenlue, Jardine's, Mar. 7.
Nanning, Gilman's, Mar. 7.
Sarpedon, B.F., Mar. 7.
Chusan, B. & S., Mar. 8.
Yuensang, Jardine's, Mar. 8.
Kwangchow, B. & S., Mar. 9.
Rangoon Maru, N.Y.K., Mar. 9.
Sinking, B. & S., Mar. 9.
Taketoyo Maru, N.Y.K., Mar. 14.
Mayebashi Maru, N.Y.K., Mar. 19.
Ginjo Maru, N.Y.K., Apr. 5.

SHANGHAI

Nanning, B. & S., Mar. 6.
Tjondari, J.C.J.L., Mar. 6.
Glenlue, Jardine's, Mar. 7.
Nanning, Gilman's, Mar. 7.
Sarpedon, B.F., Mar. 7.
Chusan, B. & S., Mar. 8.
Yuensang, Jardine's, Mar. 8.
Kwangchow, B. & S., Mar. 9.
Rangoon Maru, N.Y.K., Mar. 9.
Sinking, B. & S., Mar. 9.
Taketoyo Maru, N.Y.K., Mar. 14.
Mayebashi Maru, N.Y.K., Mar. 19.
Ginjo Maru, N.Y.K., Apr. 5.

SHANGHAI

CHINA NAVIGATION COMPANY, LIMITED.

AMOI & SHANGHAI	"NANNING" On 8th Mar.	Daylight
SAIGON	"IOHANG" On 7th Mar.	Daylight
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW" On 7th Mar.	11 a.m.
NINGPO & SHANGHAI	"CHURAN" On 8th Mar.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANGHAI" On 8th Mar.	Daylight
SWATOW & BANGKOK	"LIANGCHOW" On 9th Mar.	10 a.m.
SWATOW & BANGKOK	"KWANGHONG" On 9th Mar.	11 a.m.
SWATOW, AMOI, SWATOW & S'PORE	"ANHOI" On 10th Mar.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN" On 11th Mar.	Daylight
CHONGKING, N'GWANG & DALY	"NINGPO" On 12th Mar.	5 p.m.
AMOI & SHANGHAI	"TAIYUAN" On 12th Mar.	5 p.m.
HONGKONG, PAKHOI & HAIPHONG	"CHENGTHU" On 13th Mar.	10 a.m.
FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW" On 14th Mar.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW" On 15th Mar.	Daylight
SWATOW & BANGKOK	"KALGAN" On 16th Mar.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG" On 18th Mar.	Daylight
HONGKONG, PAKHOI & HAIPHONG	"CHUSAN" On 19th Mar.	10 a.m.

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STEAMERS	Days Home	Days to Sail
TAIPING	11th March	18th March
CHANGTE	11th April	18th April
TAIPING	12th May	19th May
CHANGTE	10th June	17th June

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M.S. "Malaya" 3rd April 13th May
M.S. "Danmark" 1st May 10th July
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To Yokohama via Shanghai and Kobe.

PORTHOS	11th Mar.	ATHOS II	12th Mar.
CHRONCEAUX	20th Mar.	D'ARTAGNAN	28th Mar.
ATHOS II	8th Apr.	ANGERS	8th Apr.
D'ARTAGNAN	22nd Apr.	SPHINX	22nd Apr.
ANGERS	6th May	G. METZINGER	6th May
SPHINX	20th May	ANDELEBON	20th May
G. METZINGER	3rd June	PORTHOS	3rd June
ANDELEBON	17th June	CHRONCEAUX	17th June

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	HONG KONG	MARCH 4, 1930.				MARCH 5, 1930.			
		Barometer at Sea Level	Thermometer	Humidity	Wind	Barometer at Sea Level	Thermometer	Humidity	Wind
Wladivostok	12	30.25	76.84	33	N	30.47	77.40	12	N
Namuro	11	29.92	76.00	...	ENE	30.12	76.50	...	NNW
Hokodate	...	29.96	76.10	...	SW	30.20	76.70	...	N
Tokio	...	29.86	76.53	...	NNW	30.12	76.50	...	N
Kobe	...	30.00	76.20	...	N	30.08	76.40	...	NE
Nagasaki	...	29.92	76.00	...	ESE	30.00	76.20	...	N
Kagoshima	...	29.94	76.05	...	N	29.94	76.05	...	SSW
Osaka	...	29.96	76.10	...	N	29.93	76.00	...	NE
Yokohama	...	29.94	76.05	...	SW	29.94	76.05	...	NNE
Benin Island	...	30.04	76.30	...	SW	30.10	76.15	...	N
Chefoo	15	30.35	77.09	36	N	30.44	77.32	34	NE
Shanghai	14	30.14	76.56	43	NNW	30.31	76.74	41	N
Outlat	...	30.15	76.58	44	NNE	30.20	76.70	42	N
Sharp Peak	...	29.99	76.17	50	ENE	30.04	76.30	48	NE
Amoy	...	29.96	76.10	56	ENE	30.00	76.20	52	NE
Batavia	...	29.87	75.87	61	ENE	29.90	75.94	56	NE
Tuboku	11	30.01	76.23	66	SSW	30.01	76.23	57	ENE
Taihu	...	29.98	76.14	73	NNW	29.95	76.08	59	N
Taihu	...	29.93	76.02	81	W	29.91	75.96	63	N
Taiwan	...	29.91	75.96	84	W	29.88	75.90	70	ENE
Koshun	...	29.95	76.08	73	NNE	29.93	76.02	64	NNE
Pescadore	...	29.85	75.82	65	W	29.89	75.93	61	NE
Hong Kong	14	29.84	75.79	...	ESE	29.85	75.81	...	NNW
Gap Rock	...	29.82	75.75	61	N	29.87	75.77	54	NE
Macao	...	29.82	75.75	61	N	29.87	75.77	54	NE
Hoihow	...	29.86	75.82	62	E	29.86	75.84	73	NE
Pratas Island	...	29.72	75.48	66	ESE	29.87	75.77	61	ENE
Tsuen	15	29.71	75.43	82	SSE	29.75	75.57	73	S
Tourane	...	29.81	75.72	84	ENE	29.82	75.73	...	...
Cape St. James	14	29.84	75.78	81	SE	29.89	75.90	75	SE
Dasco	...	29.80	75.69	84	ENE	29.85	75.81	72	S
Aparri	...	29.76	75.60	93	E	29.87	75.87	66	N
Tuguegarao	...	29.78	75.63	86	E	29.85	75.81	68	NE
Vigan	...	29.78	75.63	86	E	29.85	75.81	68	NE
Manila	...	29.78	75.63	86	E	29.85	75.81	68	NE
Legaspi	...	29.80	75.69	86	NE	29.84	75.78	72	N
Calbayog	...	29.80	75.69	86	SE	29.85	75.81	68	NW
Tacloban	...	29.81	75.72	86	E	29.85	75.81	68	NW
Hilo	...	29.78	75.67	86	NE	29.81	75.72	73	NE
Cebu	...	29.78	75.67	86	NE	29.81	75.72	73	NE
Surigao	...	29.79	75.66	86	E	29.80	75.69	73	N
Saipan	...	29.80	75.69	86	E	29.83	75.75	72	ENE
Guam	12.32	29.80	75.69	86	E	29.81	75.72	73	ENE
Yap	11.00	29.78	75.63	86	ENE	29.81	75.72	73	ENE
Pelou	...	29.78	75.63	86	ENE	29.81	75.72	73	ENE
Ponape	...	29.78	75.63	86	ENE	29.81	75.72	73	ENE
Labuan	14	29.71	75.46	90	NW	29.82	75.74	78	SW

March 5d. 10A. 54m.—The anticyclone over N. China has strengthened.
A depression is central near Tourane.
Fresh monsoon on the S.E. coast of China.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.26 inch. Total since January 1, 3.91 inches, against an average of 3.41 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON MARCH 6.
DISTRICT.
1.—Formosa Channel N.E. winds, fresh.
2.—South coast of China between Hong Kong and Lamook N.W. to N.E. winds, fresh; overcast with drizzle or mist at first, improving later.
3.—Hong Kong to Gap Rock N.W. to N.E. winds, fresh; overcast with drizzle or mist at first, improving later.
4.—South coast of China between Hong Kong and Hainan N.W. to N.E. winds, fresh; overcast with drizzle or mist at first, improving later.
T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, March 5.

Previous Day	On Date	On Date
Day	at 4 p.m.	at 4 p.m.
Barometer...	29.81	29.94
Temperature...	65	59
Humidity...	85	81
Wind...	E	N
Direction...	E	N
Force...	0.01	0.00
Weather...	ODF	OD
Bein...	0.01	0.00

Highest open-air Temperature, 4: 72
Lowest open-air Temperature, 5: 59
B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

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SAILINGS SUBJECT TO ALTERATIONS

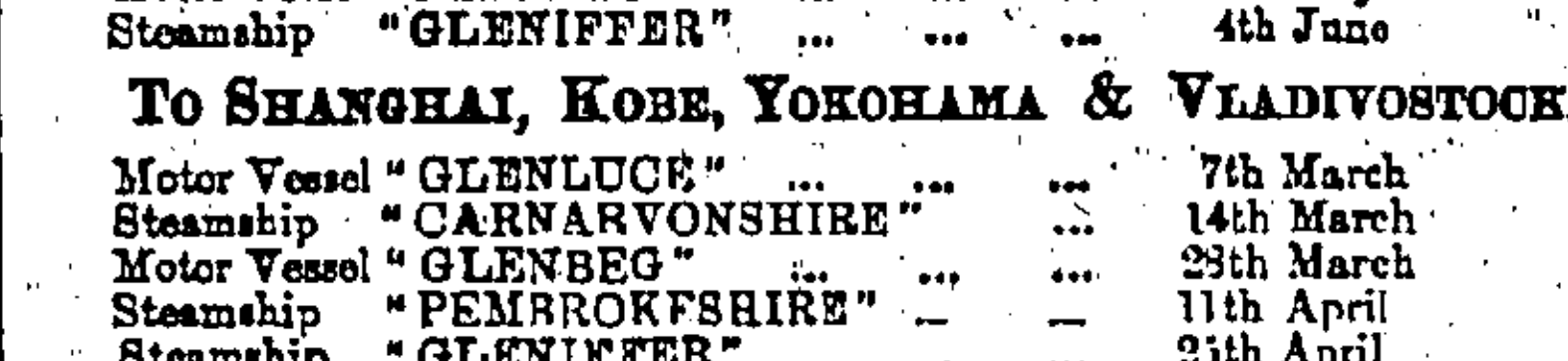
To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING" "HOPSHANG" "HANGSANG" "YATSHING"	Sun., 9th Mar., at 7 a.m. Wed., 13th Mar., at 7 a.m. Sun., 16th Mar., at 7 a.m. Wed., 19th Mar., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"HOSANG" "KUMSANG"	Wed., 26th Mar., at 7 a.m. Wed., 2nd Apr., at 7 a.m.
SINGAPORE	"YUENSANG"	Fri., 7th Mar., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	"SUISANG" "YUENSANG"	Fri., 14th Mar., at 2 p.m. Thurs., 27th Mar., at 3 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Mon., 17th Mar., at 3 p.m. Sat., 23rd Mar., at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHIPSING" "CHEONGSEING"	Wed., 12th Mar., at 7 a.m. Fri., 31st Mar., at 7 a.m.
SHANGHAI	"YUSANG"	Satur., 8th Mar., at 7 a.m.

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Motor Vessel "GLENAPP" ... 17th March
Motor Vessel "GLENBEG" ... 7th May
Steamship "GLENIFFER" ... 4th June
To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.
Motor Vessel "GLENLUCE" ... 7th March
Steamship "CARNARVONSHIRE" ... 14th March
Motor Vessel "GLENBEG" ... 23rd March
Steamship "PEMBROKESHIRE" ... 11th April
Steamship "GLENIFFER" ... 25th April

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Freight S.S. "Gosia" ... departure 16th Mar.
Express S.S. "Frankfurt" ... departure 23rd Mar.
Pass. S.S. "TRIUMF" ... departure 30th Mar.
Freight S.S. "Dessau" ... departure 12th Apr.
Express Freight S.S. "Chennit" ... departure 24th Apr.
Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)
Pass. S.S. "TRIUMF" ... due here 14th Mar.
Freight S.S. "Lahn" ... due here 22nd Mar.
Pass. S.S. "DEBFLINGER" ... due here 5th Apr.

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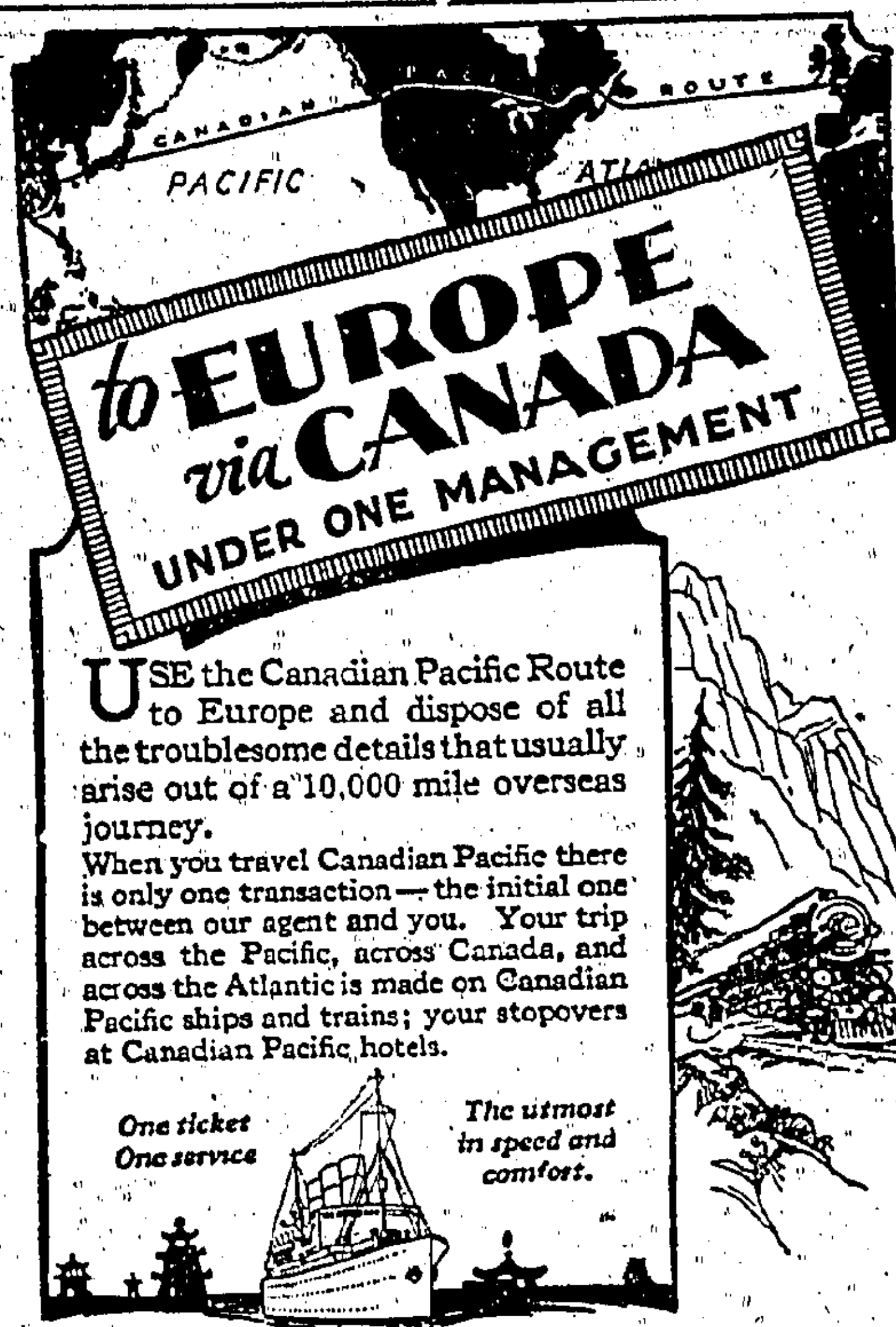
(Occupying 8 to 9 Days)

HAICHING	Friday	the 7th Mar., at 2 p.m.
HAIYANG	Tuesday	the 11th Mar., at 2 p.m.
HAINING	Friday	the 14th Mar., at 3 p.m.

* Calling at Swatow for Passengers only.

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E/CANADA 5 P.M., Mar. 9th	E/CANADA March 19th
E/RUSSIA 5 P.M., Mar. 21st	E/RUSSIA April 9th

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TAIYO MARU	Sunday, 8th March	
TENYO MARU	Wednesday, 2nd April	
SEATTLE, VICTORIA via Shanghai & Japan Ports.		
YOKOHAMA MARU	Tuesday, 11th March	
MISHIMA MARU	Friday, 4th April	
LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.		
HABUNA MARU	Saturday, 8th March	
KAMO MARU	Saturday, 22nd March	
SYDNEY & MELBOURNE via Manila & Port.		
TANGO MARU	Wednesday, 26th March	
AKI MARU	Wednesday, 27th April	
BOMBAY via Singapore, Penang & Colombo.		
SADO MARU	Monday, 11th March	
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.		
GINYO MARU	Saturday, 5th April	
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.		
KAWACHI MARU	Saturday, 8th March	
NEW YORK, BOSTON via PANAMA.		
TAKEOTOYO MARU	Friday, 14th March	
MAYEASHI MARU	Wednesday, 19th March	
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.		
LYONS MARU	Thursday, 20th March	
CALCUTTA via Singapore, Penang & Rangoon.		
HAJODATE MARU	Saturday, 8th March	
SHANGHAI, KOBE & YOKOHAMA.		
RANGON MARU (Kobe direct)	Sunday, 9th March	
MATSUYE MARU	Wednesday, 12th March	
KASHIMA MARU	Monday, 17th March	
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M.V. "ESQUILINO"	...	7th Mar.
M.V. "COL DI LANA"	...	20th Mar.
M.V. "ROMOLO"	...	10th Apr.
S.S. "FIUME"	18th Mar.	28th Apr.
S.S. "VENEZIA"	2nd Apr.	11th May

* Cargo steamers only.

All dates are subject to alteration without notice.

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YESTERDAY'S FREIGHT RETURNS.

IMPORTS 18,500 TONS;
THROUGH CARGO 18,000 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo for H.K.	Through Ports.
Halvard,	Saigon 2,000	—
Kwai Sang,	Canton —	1,309
Linan,	Shanghai 538	628
Philoctetes,	Shanghai —	2,937
Pong Tong,	Saigon 1,800	—
Hydrangea,	Swatow 201	—
		4,537 — 4,874

American	Kobe 1,214	1,547
Michigan,	—	1,214 — 1,847

Norwegian	Hai Hing,	Singapore 600	—
		600 —	—

Italian	Romolo,	Singapore 114	5,150
		114 —	5,150

Denish	Flotia,	Bangkok —	960
		—	960

Japanese	Nitaga Maru,	Bangkok 2,600	—
		—	—

	Yei Maru,	Hongay 2,400	1,000
		—	—

	Kinzan Maru,	Dairen 1,038	959
		—	—

	Lungshan Maru,	Shanghai 87	778
		—	—

	Ganges Maru,	Moji 579	3,412
		—	—

	Taiyo Maru,	Shanghai 383	—
		—	—

	Gofuku Maru,	Keelung 3,204	—
		—	—

Chinese	Shur Chih,	Saigon 1,800	—
		—	—

		1,800 —	—
		—	—

		18,556	19,620
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ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	7	8
American	1	0
Norwegian	1	1
Italian	1	1
Danish	1	1
Japanese	7	5
Chinese	0	2
Dutch	0	1
Portuguese	0	1
Total	23	23

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Hydrangea, (Br.) Swatow	569
Haiching (Br.) Foochow,	688
Swatow	112
Pong Tong (Br.) Saigon	355
Hai Hing (Nor.) Singapore	108
Lungshan Maru (Jap.)	—
Shanghai, Swatow	—
Total	1,830

DAILY WATERFRONT NEWS.

"RIVER GREYHOUND" RETURNS.

FOUR-AND-A HALF HOURS FROM CANTON.

The a.s. Venezia, "the river greyhound," returned to the Colony from Canton shortly after 9 p.m. on Tuesday night. She was at the latter port for about a week, getting her papers, and the trip down was covered in about 44 hours. On her arrival the vessel went along side the Douglas Wharf, she will go into dock to-day for bottom cleaning.

As her wharf in Canton is not yet ready, the Venezia will run to Macao until it is completed. We understand she will leave here for the Portuguese Colony on Saturday, 2 p.m. returning the same day in order to allow her to leave on Sunday morning for an excursion trip.

KWAISANG AGROUND.

FAST FOR SOME EIGHT HOURS.

On arriving in the Colony at 2 p.m. on Tuesday, Capt. P. Jowitt of the a.s. Kwaisang, made a report to the Harbour Office to the effect that while the vessel was on her way from Canton to Hong Kong on Monday, she went aground at the Taisak Barrier, and was fast for some eight hours.

She grounded at about 6.15 p.m. on Monday and remained fast till shortly after 2 o'clock the next morning.

SHIPS IN HARBOUR.

The following vessels were in Harbour yesterday:—

Wharves—Kowloon: Atsuta Maru, Takada, Fionia, Empress of Asia, Sumatra, Ganges Maru, Onaka, A.P.C.—Taikotsui: Utrecht; Socony—Laichikok: Yomachichi; O.S.K.: Lungshan Maru; Douglas Laprak: Haining; Saikong: Wing Wo.

Docks—Kowloon: Suffolk, Tenda, Susanna II., Sui Tai, San Bernardino; Taikoo: Ningpo, Kueibow, Chusan, Koko Maru.

Boys—Al Loomedon, A2 Tjiondani, A3 Teucer, A5 Yokohama Maru, A6 Frankan, A8 Taiyo Maru, B11 Kwangchow, B12 Sankang, C16 Yu Sang, C19 An Lee, B21 Kinzan Maru, B24 Michigan, A25 Philoctetes, A26 Van Heutz, A28 Kwai Sang, B34 Telemachus, C35 Halvard, B36 Chung Kong, B38 G.G. Merlin, C39 Song Bo, C40 Michael Jebben, C41 Bintang, C42 Shun Chih, C43 Hirundo, C44 Pong Tong, C45 Hermod, C46 Nitaga Maru, C47 Linan, C49 Koshun Maru, B51 Korea Maru, A32 Protestilaus.

WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin—Tamar, Iroquois, Herald, North Arm—Bruce, Seraph, Sirdar.

West Wall—Petersfield.

In Dock—Serapis, Sandwich, Bridgewater.

No. 6 Buoy—Suffolk.

Foreign Men of War—Japanese gunboat Umi, Light cruiser Isuzu, H.M.S. Kent flying flag of C-in-C China Station arrived at Singapore yesterday (Tuesday). Probable duration of visit to Singapore four days, on conclusion of which H.M.S. Kent will return to Hong Kong.

ARRIVALS.

March 4.

Ganges Maru, Japanese str., 2,740 tons, Capt. S. Kishimoto, from Moji, Kowloon Wharf.—O.S.K.

Tokuwa Maru, Japanese str., 4,380 tons, Capt. M. Araki, from Manila, Kowloon Wharf.—Bank N.Y.K.

March 5.

Andrea, Norwegian str., 3,154 tons, Capt. S. Pedersen, from Moji, Casmo Dock.—A.P.C.

City of Khios, British str., 3,551 tons, Capt. A. S. Reay, from Manila, Holt's Wharf.—Bank Line.

Dorry, German str., 875 tons, Capt. J. Bruhn, from Hoehow, buoy No. C46.—Chau Yue Teng.

Franken, German str., 4,521 tons, Capt. Kuehnemann, from Shanghai, buoy No. A6.—Melchers & Co.

Gofuku Maru, Japanese str., 1,424 tons, Capt. Suzuki, from Keelung, Yaumati.—Sato Y. & Co.

Hai Ching, British str., 1,287 tons, Capt. Walker, from Swatow, Douglas Wharf.—Douglas S.S. Co.

Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Laomedon, British str., 4,282 tons, Capt. J. H. Atfield, from Shanghai, buoy No. A1.—B. & S.

Menado Maru, Japanese str., 1,355 tons, Capt. T. Kawamoto, from Canton, O.S.K. Wharf.—O.S.K.

Nanning, British str., 1,505 tons, Capt. E. H. Bisset, from Canton, buoy No. B8.—B. & S.

Philoctetes, British str., 7,187 tons, Capt. Ramsay, from Shanghai, buoy No. A25.—B. & S.

Pong Tong, British str., 1,001 tons, Capt. R. E. Freckleton, from Saigon, buoy No. C44.—Yuen Seng Fat.

Sarpodon, British str., 8,921 tons, Capt. A. T. Shaw, from Singapore, Holt's Wharf.—B. & S.

Shun Chih, Chinese str., 1,258 tons, Capt. H. A. Johnson, from Saigon, buoy No. C42.—Chang Tong Ha.

Sinking, British str., 1,618 tons, Capt. J. Tinson, from Swatow, buoy No. B12.—B. & S.

Sydney Maru, Japanese str., 3,228 tons, Capt. S. Nomura, from Moji, Kowloon Wharf.—O.S.K.

Tasclusa, British str., 4,052 tons, Capt. P. W. Trott, from Singapore, Laichikok.—Standard Oil Co.

Tjiondani, Dutch str., 5,019 tons, Capt. J. Duit, from Mantok, buoy No. A2.—J.C.J.L.

Utrecht, Dutch str., 709 tons, Capt. J. H. Kop, from Swatow, Taikotsui.—A.P.C.

Van Heutz, Dutch str., 2,749 tons, Capt. J. Groothof, from Singapore, buoy No. A28.—J.C.J.L.

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Hermod, for Bangkok.

Kwai Sang, for Hongay.

Korea Maru, for Swatow.

Laomedon, for Singapore.

Michigan, for Manila.

Nanning, for Amoy.

Philoctetes, for Singapore.

Protestilaus, for Miki.

Sumatra, for Shanghai.

Sydney Maru, for Manila.

Tjiondani, for Amoy.

Tokuwa Maru, for Shanghai.

Utrecht, for Swatow.

Van Heutz, for Swatow.

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Steamship	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,985	8th Mar. Noon	Mars, L'don, Hull, H'bg, B'Am, & [A]werp.
"KALYAN"	9,144	15th Mar.	Mars, L'don, Hull, B'Am, & [A]werp.
"ALPORE"	5,273	19th Mar.	Straits, Colombo & Bombay.
"RAWALPINDI"	18,619	29th Mar.	Bombay, Marseilles and London.
"MALWA"	10,980	12th Apr.	Bombay, Marseilles and London.
"RAJPUTANA"	18,568	26th Apr.	Bombay, Marseilles and London.
"BELTANA"	—	3rd May	Marseilles and London.
"KASHGAR"	9,006	10th May	Mars, L'don, Hull, B'Am, & [A]werp.
"NAGPORE"	5,283	17th May [Mars]	L'don, Hull, H'bg, B'Am, & [A]werp.
"MANTUA"	10,946	24th May	Bombay, Mars, & London.
"KEYBER"	9,114	31st May [Mars]	L'don, Hull, H'bg, B'Am, & [A]werp.
"KHIVA"	9,135	7th June	Bombay, Marseilles & London.
"RANPURA"	16,601	21st June	Bombay, Marseilles & London.
"LABORE"	5,304	28th June [Mars]	L'don, Hull, H'bg, B'Am, & [A]werp.
"KARMALA"	9,128	5th July	Marseilles and London.
"MOREA"	10,954	19th July	Bombay, Marseilles & London.
"KALYAN"	9,144	2nd Aug.	Bombay, Marseilles & London.
"RAJPUTANA"	18,568	16th Aug.	Bombay, Marseilles & London.
"KASHMIR"	8,985	30th Aug.	Bombay, Marseilles & London.
"MANTUA"	10,946	13th Sept.	Bombay, Marseilles & London.
"KASHGAR"	9,006	27th Sept.	Bombay, Marseilles & London.
"MALWA"	10,980	11th Oct.	Bombay, Marseilles & London.

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Steamship	Tons	From Hongkong (about)	Destination
"TILAWA"	10,008	17th Mar.	Singapore, Penang & Calcutta
"TAKADA"	8,649	24th Mar.	do.
"TALAMBA"	8,018	30th Mar.	do.
"TALMA"	10,000	11th Apr.	do.
"BHIRALA"	7,841	21st Apr.	do.
"TAKLIWA"	7,938	29th Apr.	do.
"TILAWA"	10,008	12th May	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

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Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	9,956	4th Apr.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne
"ST. ALBANS"	4,500	2nd May	do.
"NELLORE"	9,553	—	do.

* Calls Hoilo, Port Holland and Cairns.

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"ST. ALBANS"	4,500	11th Mar.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,980	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
"NAGPORE"	5,283	19th Mar.	do.
"TALMA"	10,000	31st Mar.	Amoy, Moji, Kobe & Osaka.
"MINZAPORE"	6,715	23rd Mar.	Shanghai, Moji, Kobe & Yokohama.
"RAJPUTANA"	18,568	28th Mar.	Shanghai, Moji, Kobe & Yokohama.
"SHIRALA"	7,841	21st Mar.	Amoy, Moji, Kobe & Osaka.
"BELTANA"	—	6th Apr.	Shanghai, Moji & Kobe.
"KEYBER"	9,114	6th Apr.	Shanghai, Moji, Kobe & Yokohama.
"NELLORE"	9,553	8th Apr.	Shanghai, Moji, Kobe & Yokohama.
"TAKLIWA"	7,938	8th Apr.	Amoy, Moji, Kobe & Yokohama.
"KASHGAR"	9,006	11th Apr.	Shanghai, Moji, Kobe & Yokohama.
"TILAWA"	10,008	22nd Apr.	Amoy, Moji, Kobe & Osaka.
"MANTUA"	10,946	25th Apr.	Amoy, Moji, Kobe & Yokohama.
"LAHORE"	5,304	25th Apr.	do.
"KHIVA"	9,135	9th May	do.
"KHERGARA"	16,801	23rd May	Shanghai, Kobe & Yokohama.
"KEYPORE"	9,518	1st June	Shanghai, Moji, Kobe & Yokohama.
"KARMAALA"	6,232	6th June	do.
"MOREA"	10,854	20th June	do.
"KALYAN"	9,144	4th July	do.
"RAJPUTANA"	16,663	18th July	Shanghai, Kobe & Yokohama.
"KANEMIR"	8,265	1st Aug.	Shanghai, Moji, Kobe & Yokohama.
"MANTUA"	10,948	15th Aug.	do.
"KASHGAR"	9,006	29th Aug.	do.
"MALWA"	10,980	12th Sept.	do.
"KHIVA"	9,135	26th Sept.	do.
"MOREA"	10,944	10th Oct.	do.
"MACEDONIA"	11,120	24th Oct.	do.
"RAVALPINDI"	16,819	7th Nov.	Shanghai, Kobe & Yokohama.
"KALYAN"	9,144	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
"RANCHI"	16,650	5th Dec.	Shanghai, Kobe & Yokohama.

